V00619 001 840808-840831 AGENDA/MIN 198408

OPERATION & WORKS COMMITTEE MG.O

P-

PALVIEW CONTRACTING

CITY OF MISSISSAUGA RETURN TO CENTRAL RECORDS BOX LABEL LOCATION LABEL -98080215--V00619AUGUST 8, 1984

THE CORPORATION OF THE CITY OF MISSISSAUGA A G E N D A

PUBLIC WORKS COMMITTEE

NEDNESDAY, AUGUST 8, 1984 AT 9:30 A.M.
COMMITTEE ROOM A

MEMBERS:

Councillor R. Skjarum, Chairman John Rogers, Vice Chairman Councillor D. Culham Councillor D. Cook Councillor H. Kennedy Christopher B. Gauer E. Allan Hignell

PREPARED BY: DATE: Clerk's Department August 2, 1984

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

15C/129C

INDEX, PUBLIC WORKS COMMITTEE AGENDA, AUGUST 8, 1984

ITEM #	FILE #	SUBJECT
1.	F.06.04.02	Request for long term on-street parking on Barsuda Drive
2.	F.06.04.02	Request for overnight parking on Blue Beech Crescent
3.	F.06.04.02	Request for erection of oversized "NO PARKING SIGNS" on Given Road.
4.	F.07.02	Street naming and renaming Queensway West/Hammond Road area.
5.	F.02.07	Renaming Gillian Street to Central Parkway West
6.	T-81050 T-83036 F.02.07	Street names for Kaneff Heights (Team Three) Street names for Lisgar Development (First City Development Corporation)
7.	F.02.07	Suggestion that municipal numbers be included on Street Signs
8.	F.02.07	Duplication of street names
9.	E.04.02.01.21 F.06.01	Parking to accommodate Credit River fishermen in vicinity of Burnbrae Drive and Otis Avenue and previous recommendation on Bird Property.
10.	A.00.02.01	Preservicing of plans of subdivision.
11.	F.02.01 F.06.04.05	Speed deterrents on residential streets
12.	F.08.07	Articles on Waste Management - Civic Public Works
13.	A.03.04.06	Summary of Unfinished Business.

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

WEDNESDAY, AUGUST 8, 1984 COMMITTEE ROOM A AT 9:30 A.M.

AGENDA

MATTERS FOR CONSIDERATION:

 Report dated June 8, 1984, from the Commissioner of Engineering and Works, on long term on-street parking on Barsuda Drive requested by a petition of residents of the townhouses on this street. This report was deferred to this meeting by the Public Works Committee on June 25, 1984, to allow Councillor Marland to discuss the recommendation with the Committee.

In his report, the Commissioner advises that there are 232 off-street parking spaces (123%) to serve the total 189 units in the townhouses numbered 2020, 2025, 2030, 2054, 2055, 2056 and 2077. This is below the current requirement of 155% for 2 bedroom units, 171% for 3 bedroom units and 225% for 4 bedroom units, and therefore long term on-street parking would seem appropriate. While staff recommend that the west side be designated for long term parking with a maximum limit of 72 hours between a point opposite the north limit of number 2077 Barsuda Drive and 15 metres north of Ambridge Court, alternate side parking in not recommended on the east side of the street due to the curving of the road and the park. Since parking can only be allowed on one side of the street if two-way traffic flow is to be maintained, and since parking is presently prohibited on the west side of Barsuda Drive between Truscott Drive and Ambridge Court, minor by-law amendments will have to be made to prohibit parking on the east side and allow long-term parking on the west.

The Commissioner of Engineering and Works recommends:

- (a) That long term on-street parking be permitted up to a maximum period of 72 hours on the west side of Barsuda Drive from a point opposite the north limit of #2077 Barsuda Drive and a point 15 metres north of Ambridge Court.
- (b) That parking be prohibited at any time on the east side of Barsuda Drive from Truscott Drive to the east limit of Forest View Park.
- (c) That the draft by-law submitted to the Public Works Committee on August 8, 1984, to amend Mississauga Traffic By-law 444-79, as amended, by approved.

F.06.04.02 RECOMMEND ADOPTION Report dated July 26, 1984, from the Commissioner of Engineering and Works, concerning parking on Blue Beech Crescent, in response to a petition from residents requesting overnight parking on alternate sides of their street.

In his report, the Commissioner advises that on-site inspections indicate that all residents on this street have room to park two vehicles on their own property. While the majority of residents have the potential to widen driveways to add at least one additional space, due to mature vegetation or grades, this would not be possible for some without considerable expense.

In view of the fact that Blue Beeches Crescent is not unlike other roads throughout the City, the Engineering Department feels that long term on-street parking is not required on local residential roads in low density single family dwelling areas, especially when the majority of residences can provide additional parking by widening driveways to augment their existing two vehicle parking capability.

The Commissioner of Engineering and Works recommends:

That long term on-street parking not be implemented on Blue Beech Crescent.

F.06.04.02 RECOMMEND ADOPTION

Report dated August 1, 1984, from the Commissioner of Engineering and Works, in response to a request for the erection of oversized "NO PARKING ANYTIME" signs on Given Road, a local residential road. This request was made since there is continual parking occurring in the no parking zone. The local residents feel that a larger sign would be more visible, however following on site inspections of the road, even during hours of darkness, it is staff's opinion that the signing, which meets the standard in the Manual of Uniform Traffic Control Devices for the Province of Ontario, is adequate. The Manual of Uniform Traffic Control Devices recommends the use of oversized signs where the posted speed limit is 70 km/h or greater, although the Region of Peel has installed oversize NO PARKING signs on roads where the posted speed limit is 60 km/h.

In his report, the Commissioner points out that great care is taken to ensure that NO PARKING signs are visible and clearly define prohibited areas, the larger signs cost \$10.00 as opposed to \$2.90 for the standard signs, and only standard signs are stocked in Central Stores.

The Commissioner recommends:

THAT a standard 30 cm x 30 cm (12 in. x 12 in.) NO PARKING sign be used throughout the City except where the oversize is warranted in accordance with the Uniform Manual of Traffic Control Devices for the Province of Ontario.

F.06.04.02 RECOMMEND ADOPTION Report dated July 10, 1984, from the Commissioner of Engineering and Works, prepared in response to a letter from Councillor Culham, on proposed street naming and renaming in the Queensway West/Hammond Road Area.

In his report, the Commissioner advises that road configurations proposed in this area as part of the Sheridan Mall expansion are such that the portion of Queensway West lying east of Erin Mills Parkway will become discontinuous with the portion west of Erin Mills Parkway.

In view of the fact that this will increase the confusion which already exists with the discontinuation of Queensway West, on either side of Erin Mills Parkway, and Queensway West, east of the Credit River, the Commissioner recommends the following renamings:

(a) That the existing portions of Queensway West lying between Erin Mills Parkway and Winston Churchill Blvd. be renamed SHERIDAN PARK DRIVE, (shown as "1" and "2" on Sketch "A" attached to the report of the Commissioner of Engineering and Works dated

July 10, 1984.)

That when the unopened portion of Queensway West lying between Erin Mills Parkway and Winston Churchill Blvd. is constructed and opened to traffic, it be named SHERIDAN PARK DRIVE, (shown as "3" on Sketch "A" attached to the report of the Commissioner of Engineering and Works dated July 10, 1984.)

(c) That the portion of Queensway West lying east of Robin Drive be renamed SHERIFF'S CLOSE, (shown as "4" on Sketch "B" attached to the report of the Commissioner of Engineering and Works dated July 10, 1984.)

(d) That when the proposed road configuration in this area is complete, the portion of Queensway West lying between Hammond Road and Robin Drive be renamed HAMMOND ROAD, (shown as "5" on Sketch "8" attached to the report of the Commissioner of Engineering and Works dated July 10, 1984.)

(e) That when the proposed road configuration in this area is complete, the portion of Queensway West lying immediately east of Erin Mills Parkway be renamed FOWLER DRIVE, (shown as "6" on Sketch "B" attached to the report of the Commissioner of Engineering and Works dated July 10, 1984.)

- (f) That when the proposed road configuration in this area is complete, the extension of Fowler Drive be named FOWLER DRIVE, (shown as "7" on Sketch "B" attached to the report of the Commissioner of Engineering and Works dated July 10, 1984.)
- (g) That when the proposed road configuration in this area is complete, the link road joining Fowler Drive and Hammond Road be named HAMMOND GATE, (shown as "8" on Sketch "B" attached to the report of the Commissioner of Engineering and Works dated July 10, 1984.)
- (h) That, subject to adoption of the preceding recommendations, this report be referred to a public meeting to be arranged by the Ward Representative, Councillor D. Culham, for final review with area residents.

F.02.07 RECOMMEND ADOPTION From the Commissioner of Engineering and Works on the proposed renaming of Gillian Street to Central Parkway West and the naming of proposed road lying between Gillian Street and Central Parkway West as Central Parkway West.

On November 26, 1979, Council adopted the following General Committee recommendation:

 That the name Central Parkway West, lying between Hurontario Street and Joan Drive, remain unchanged.

b) That the proposed roadway aligning with the existing portion of Central Parkway West at Joan Drive and extending westerly to align opposite Gillian Street at Wolfedale Road, be named Central Parkway West at the time developments are registered.

c) That Gillian Street be renamed Central Parkway West and that such renaming occur January 1, 1982.

d) That the proposed roadway extending westerly and northerly from the westerly end of Gillian Street and aligning opposite Creditview Road realigned at Burnhamthorpe Road, be named Central Parkway West at the time developments are registered.

e) That the portion of roadway referred to as "Creditview Road realigned" and lying between Burnhamthorpe Road West and aligning opposite Creditview Road at Eglinton Avenue

West be named Creditview Road.

f) That the northerly discontinuous portion of "old" Creditview Road be renamed to the satisfaction of the City of Mississauga and Region of Peel.

g) That the southerly discontinuous portion of "old" Creditview Road be renamed to the satisfaction of the City of Mississauga and Region of Peel.

The Commissioner of Engineering and Works advises that all owners and tenants affected by this decision were notified on February 6, 1980.

A sketch which depicts the roadways lying west of Wolfedale Road which are affected by this decision is attached to his report. As of this date, Gillian Street (shown as "1" on the sketch attached to the Commissioner's report) has not been renamed due to the fact that road construction has not proceeded as quickly as had been expected. There are approximately 23 industrial or commercial owners and tenants on this portion of roadway. Construction of the portion of roadway between Gillian Street and Erindale Station Road (shown as "3" on the sketch attached to the Commissioner's report) will be undertaken in 1984 making Gillian Street continuous with Central Parkway West west of Erindale Station Road. There are no affected owners or tenants on this portion of roadway. The roadway referred to in (d) above (shown as "2" on the sketch attached to the Commissioner's report) has been constructed and named Central Parkway West between Erindale Station Road and Burnhamthorpe Road West.

The Commissioner now recommends:

- 1. That Gillian Street be renamed Central Parkway West.
- 2. That the renaming of Gillian Street occur on January 1, 1985.

Item 5 Continued

- That the renamed portion of Gillian Street be double signed to indicate both "Central Parkway West" and "Formerly Gillian Street" for a period of 12 months (Jan. 1, 1985 - Jan. 1, 1986).
- That the portion of proposed roadway lying between Gillian Street and Erindale Station Road be named Central Parkway West when established as public highway.

F.02.07 RECOMMEND ADOPTION

- Report dated August 1, 1984, from the Commissioner of Engineering and Works recommending the following street names for new developments within the City of Mississauga for review by the Public Works Committee. In accordance with Council's directions of June 25, 1984, street names for new developments are to be reviewed by the Public Works Committee following receipt of the comments of the Region of Peel Street Names Committee.
 - (a) That First City Development Corporation be advised that the following names are approved for use in the LISGAR DEVELOPMENT (21T-83036):

PEACOCK NUTHATCH MOCKINGBIRD WAXWING OSPREY HARRIER BITTERN SNOW GOOSE

(b) That Team Three be advised that the name MALLORYTOWN AVENUE is approved for use in conjunction with the KANEFF HEIGHTS DEVELOPMENT (21T-81050M)

T-81050 T-83036 F.02.07 RECOMMEND ADOPTION

Report dated August 1, 1984, from the Commissioner of Engineering and Works, on a request made at the June 25th meeting of the Public Works Committee that municipal house numbers be included on street name signs at major intersections.

In his report, the Commissioner advises that his department has not embarked upon a program of numerical signing at major intersections, but has rather dealt with problem areas on an individual basis. It has been their opinion that signs with numbers are of limited value at intersections, since they afford the motorist little time to read the street name sign and the street number sign and then make a commitment to make a turn. There would be significant costs involved in introducing an overall resigning programme and if numerical signing were introduced in new developments only, this would result in an inconsistent practice throughout the City. The Commissioner further advises that his department is currently reviewing the City's arterial road signing with a view to developing a program of upgrading the signing to current standards.

Item 7 Continued

The Commissioner of Engineering and Works recommends:

- That a general program of placing house numbers on street name signs for major roads and for future developments not be entered into.
- That the Engineering and Works Department continue to place municipal addresses at intersections or locations where a problem area exists, on an individual basis.

F.02.07 RECOMMEND ADOPTION

8. Report dated July 31, 1984, from the Commissioner of Engineering and Works, on the duplication of street names in the City of Mississauga, in response to concerns expressed by Councillor T. Southorn and Fire Chief Gordon Bentley. The Commissioner attaches to his report a list of street name duplications classified under the headings, (1) Direct duplication, (2) Same name – different suffix, (3) Phonetically similar, (4) Discontinuous streets with same name, (5) Continuous streets with different name, (6) Streets with incorrect directional designation based on Mississauga's policy and (7) Municipal address confliction.

F.02.07 DIRECTION REQUIRED

9. Report dated July 31, 1984, from the Commissioner of Engineering and Works on a recommendation made by General Committee which was adopted by Council on June 13, 1983, that preliminary plans and cost estimates be prepared for consideration in the 1984 Capital Budget for the provision of public parking on the Bird Property at 1469 Burnhamthorpe Road as a parking alternative for anglers who fish the Credit River. This recommendation was part of Council's response to a petition dated November 24, 1982, from residents of Burnbrae Drive and Otis Avenue who expressed concern about the traffic and the number of drivers who enter their area for the sole purpose of fishing in the Credit River and who leave their vehicles on these streets.

In his report, the Commissioner of Engineering and Works advises that the Commissioner of Recreation and Parks has encountered considerable resistance from the property owners adjacent to the Bird property to the construction of a parking lot. Suggested as an alternative is the deferral of consideration of this parking lot until the Master Plan for the use of the Bird property has been completed and until after the completion of the Erindale Park, which it is felt will provide parking to accommodate fishermen by the Fall of 1984.

The Commissioner of Engineering and Works recommends:

(a) THAT no further consideration will be given to providing additional parking on the Bird Property until a Master Plan has been prepared on the use of the lands and buildings located on this property, municipally known as 1469 Burnhamthorpe Road.

Item 9 Continued

THAT the Ward Councillor be requested to contact the residents of Burnbrae Drive and Otis Avenue to advise that additional public parking will be available in Erindale Park in the Fall of 1984 to accommodate salmon fishermen.

E.04.02.01.21 F.06.01 RECOMMEND ADOPTION

Report dated July 23, 1984, from the Commissioner of Engineering and 10. Works, recommending a change to the date on which preservicing of plans of subdivision may be approved.

In his report, the Commissioner points out that the currently City Policy allows that preservicing may be approved once Council has passed the rezoning by-law for the concerned plan of subdivision and this permits underground servicing to commence, at the developer's risk, prior to the end of the 35 day appeal period for the rezoning

The Commissioner of Engineering and Works recommends that the City's preservicing policy for plans of subdivision be amended to indicate that no preservicing is to commence until:

the Clerk's Office can certify that the appeal period for the concerned rezoning by-law has ended without objection,

Or

the Ontario Municipal Board has granted approval to the rezoning by-law.

A.00.02.01 RECOMMEND ADOPTION

Report dated August 2, 1984, from the Commissioner of Engineering and 11. Works on the installation of rippled pavement on City streets as a deterrent to speeding drivers. On September 27, 1982, Council adopted General Committee's Recommendation No. 1190 which authorized the installation of special pavement treatment as a speed deterrent on Mineola Road at Mineola Gardens and on Indian Road at Crescent Road. As a result of the assessment of the work installed in October, 1982, on July 6, 1983, the Public Works Committee recommended that a re-application of aggregate be placed on Mineola Road and Indian Road in the Summer of 1983 and the Engineering Department continue to review the effectiveness of the special pavement treatment with respect to accident statistics and durability. This recommendation was adopted by Council on July 13, 1983.

Item 11 Continued

In his latest report dated August 2, 1984, the Commissioner advises that the work done to date on Mineola Road East, Indian Road and Pinewood Trail under this experimental programme is very poor and not up to the standard he had hoped to achieve for this type of work. A rippled-type pavement installed in a neighbouring municipality has worked very satisfactorily and has stood up to traffic for approximately 5 years. The principle behind this pavement is to place a series of raised asphalt strips approximately 3" - 4" wide, 8 - 10 strips to a section, on the existing pavement for the width of a traffic lane. The Commissioner proposes to have this type of work done on Mineola Road East, Indian Road and Pinewood Trail in place of the work which has been done to date.

The Commissioner of Engineering and Works recommends:

That rippled pavement be placed on Mineola Road East, Indian Road and Pinewood Trail, as outlined in the report of the Commissioner of Engineering and Works dated August 2, 1984, prior to August 31, 1984, in place of the existing measures which have been employed on these streets.

F.02.01 F.06.04.05 RECOMMEND ADOPTION

12. Articles titled "'Future thinking' needed to push recycling" and "Halifax sets landfill trend in Nova Scotia" published under the heading of WASTE MANAGEMENT in the June, 1983, issue of Civic Public Works. These articles are included with this agenda at the request of Councillor David Culham.

F.08.07 RECOMMEND RECEIPT

 Summary of Unfinished Business relating to the Public Works Committee as of August 8, 1984.

> A.03.04.06 RECOMMEND RECEIPT



City _.uga

MEMORANDUM

File: 11 141 00039 13 211 00010 16 111 00011 1-1

CHAIRMAN AND MEMBERS OF RECEIVED

W. P. TAYLOR

PUBLIC WORKS

REGISTRY No. 5508

ENGINEERING AND WORKS

June 8, 1984.

CLERK'S DEPARTMENT

P. W. DATE JUNE 25.1984 P. W. DATE AUG 8. 1984

SUBJECT:

Long Te

Long Term On-Street Parking - Barsuda Drive

SOURCE:

COMMENTS:

Petition from Mrs. Shelley Jaques

A petition has been received from residents of the townhouses on Barsuda Drive requesting that long term on-street parking be implemented. The Engineering Department has reviewed the off-street parking situation at the townhouse sites on Barsuda Drive. All of the sites combined on both the east and west sides which are comprised of numbers 2020, 2025, 2030, 2054, 2055, 2056 and 2077, have a total number of 189 units with 232 off-street parking spaces or 123% which is below the current requirement of 155% for 2 bedroom units, 171% for 3 bedroom units and 225% for 4 bedroom units. We were unable to contact the owner of #'s 2055 and 2057, however, based on our observations a similar percentage of parking spaces appears to be provided. This area is a candidate for long term on-street parking.

The Engineering Department recommends that the west side be designated for long term parking with a maximum limit of 72 hours between a point opposite the north limit of number 2077 Barsuda Drive and 15 metres north of Ambridge Court. We do not recommend alternate side parking on Barsuda Drive due to the curve, the existence of a park on the east side and the unequal distribution of possible parking spaces in the east and west sides. The west side can accommodate considerably more off-street spaces.

Parking is presently prohibited on the west side of Barsuda Drive between Truscott Drive and Ambridge Court. Minor by-law amendments will have to be made to prohibit parking on the east side and allow long-term parking on the west side. A parking prohibition on the east side is required to maintain 2-way traffic flow.

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RECOMMENDATIONS:

1.

- That long term on-street parking be permitted up to a maximum period of 72 hours on the west side of Barsuda Drive from a point opposite the north limit of #2077 Barsuda Drive and a point 15 metres north of Ambridge Court.
- 2. That parking be prohibited at any time on the east side of Barsuda Drive from Truscott Drive to the east limit of Forest View Park.
- That the attached draft by-law amending by-law 444-79 as amended be approved.

W. P. Taylor, P. Eng Commissioner Engineering and Works

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A By-Law to amend By-Law No. 444-79, as amended.

THE COUNCIL of The Corporation of The City of Mississauga ENACTS as follows:

THAT Schedule 1 of By-Law 444-79, as amended, be amended by ADDING the following:

THREE-HOUR PARKING LIMIT EXEMPTIONS

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Times Exempted	Column 5 Maximum Time Limit
Barsuda Drive	West	a point opposite the north limit of \$2077 Barsuda Drive and a point 15 metres north of Ambridge Court	Anytime	72 hours

THAT Schedule 3 of By-Law 444-79, as amended, be amended by DELETING the following:

SCHEDULE 3 NO PARKING

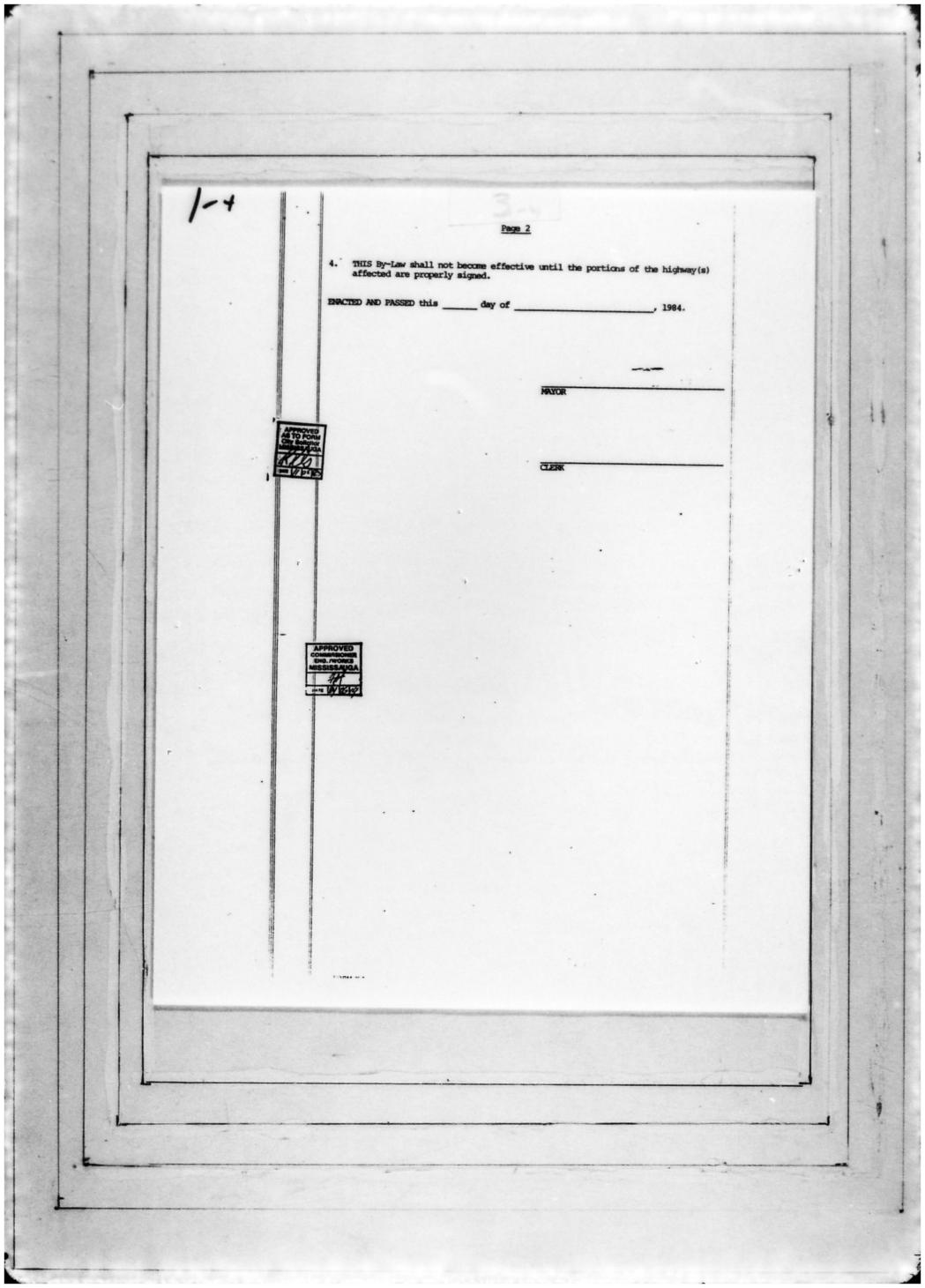
Column 1 Highway Column 2 Side Column 3 Between Column 4 Prohibited Times or Days Barsuda Drive Truscott Drive & Ambridge Court Both Anytime

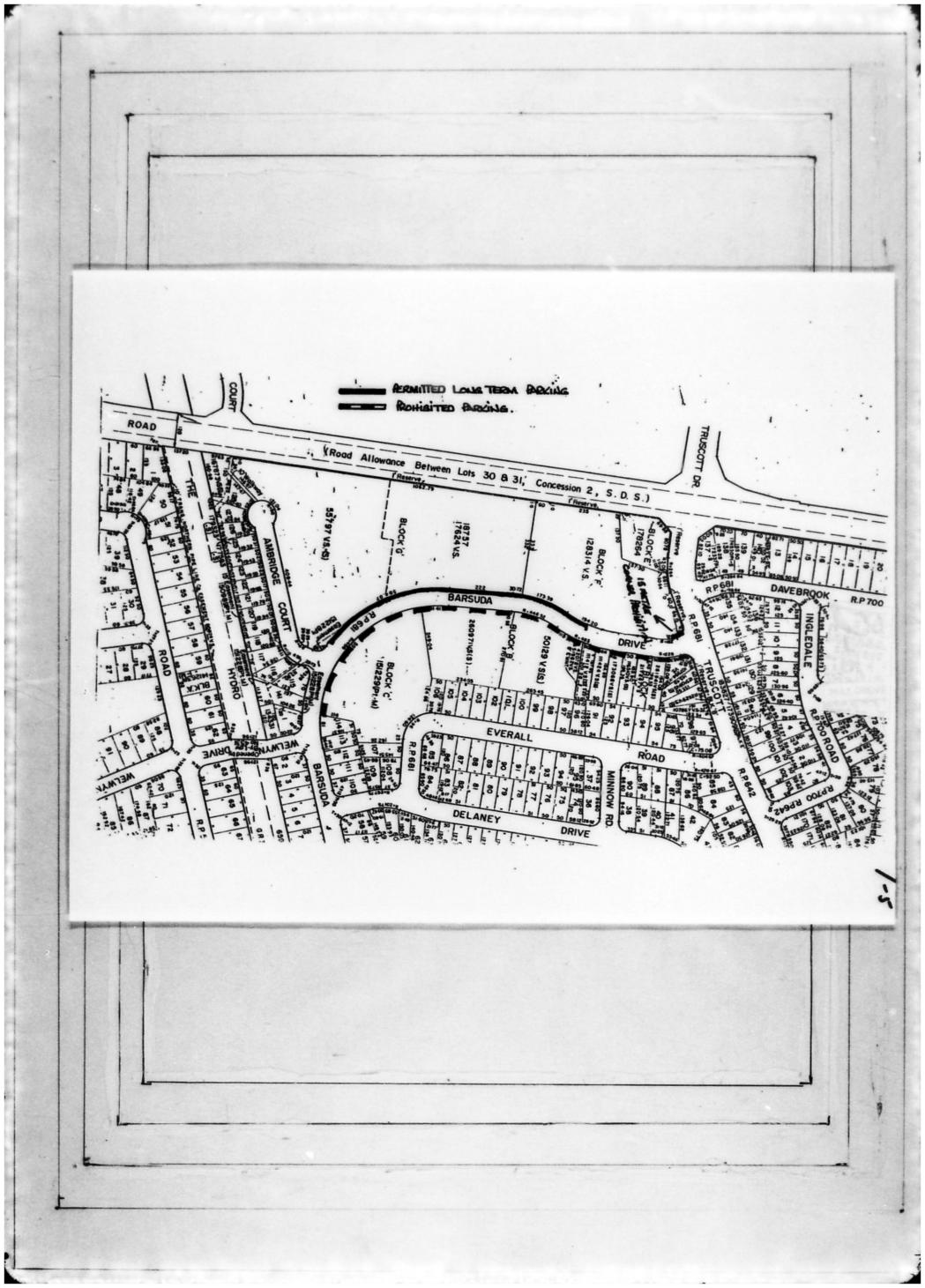
THAT Schedule 3 of By-Law 444-79, as amended, be amended by ADDING the following:

SCHEDULE 3 NO PARKING

Column 1 Highway Column 2 Side Column 3 Between Column 4 Prohibited Times or Days Barsuda Drive Truscott Drive and the east limit of Forest View Park **Anytime**









MEMORANDUM

FILE REF : 11 141 00039

13 211 00025

13 111 00003 The Chairman and Members William P. Taylor, P.Eng., Commissioner

of Public Works Committee City of Mississauga

Engineering and Works

DATE

JUL 3 1 1984

P. W. DATE AUG 8.1984

50.40. F. 06.04.02

CLERICS DEPARTATO July 26, 1984

REQUEST NO. 130-84 CLERKS FILE NO. F.06.04.02.

LADIES & GENTLEMEN :

SUBJECT :

Parking Facilities on Blue Beech Crescent.

SOURCE :

Petition from residents of Blue Beech Crescent.

COMMENTS :

The Engineering Department performed an extensive review of parking conditions on Blue Beech Crescent and the availability of on site parking spaces and possibilities for creating additional space on private property.

All of the residences have 200% on site parking (room for two vehicles) and the majority have the potential for widening driveways to add at least one additional space. There are some residences which for reasons of mature vegetation or grades could not provide additional area for off-street parking, without considerable expense.

Blue Beeches Crescent is not unlike other roads throughout the City and the Engineering Department feels that long term on-street parking is not required on local residential roads in low density single family dwelling areas, especially when the majority of residences can provide additional parking by widening driveways and there exists 200% on site parking.

RECOMMENDATION :

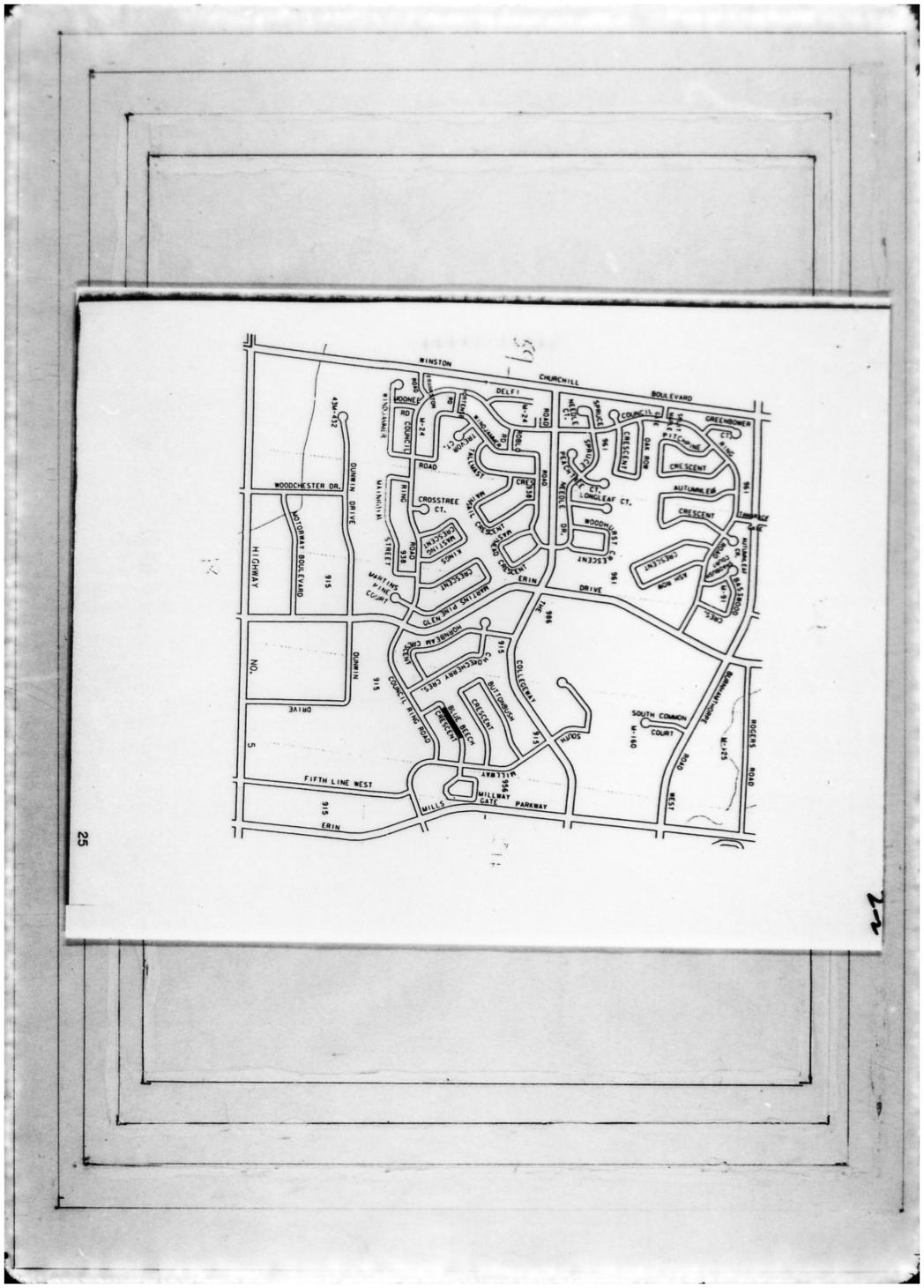
That long term on-street parking not be implemented on

Blue Beech Crescent.

William P. Taylor, P. Commissioner,

Engineering and Works Department

cc : E.M. Halliday



2-3

To whom it may concern:

RECEIVED

REGISTRY No. 4559

DATE MAY 2 3 1984

FILE No. F-06:04:02

Houte to Initials Disco

CLERK'S DEPARTMENT

Enclosed please find a petition from the residence of Blue Beech CRES.

Mississaug, Ontario. Our petition is about parking facilities on our street.

The past few weeks we have been getting parking tickets for parking on the road. I understand that there is a By-Law, 3hr. parking only. So after getting several tickets, we have been parking in our driveway. Needless to say we still were getting tickets, because our cars were blocking the sidewalk. Most of us have at least 2 - 3 cars in a family. So its obvious that the last car in is going to hang over the sidewalk. Our driveway are only so big. So we all got \$10.00 tickets for parking in our driveway and blocking the sidewalk. We would have been better off to have parked on the road those tickets are only \$5.00.

What are we to do? We can't afford to make our driveway wider or longer. Living in a Semi house we have very little property to work with. If we start parking our vechiles on our lawn, then we will have our neighbours complaining about the appearance of our lawn.

We have a few suggesting that might solve our problem. We would like to be able to park on our street from 7:00 P.m. to 7:00 A.m. on alternative side of the road. Switch every month or so. This parking will not interfere with Garbage pick/up of Snow plow. Because they do not come by our street until at least 8:00 a.m. this shouldn't present a problem to the city workers.

I would rather see my money spent on parking signs saying 7:00 p.m. 7:00 p.m. As it is now we are paying tickets and not knowing where our money is going.

We hope to hear from someone on this matter in the near future.

REFERRED TO: W.TAYLOR

FOR REPORT TO GENERAL COMMITTEE

REQUEST FOR REPORT 130-84

REGARDS

P.S. PLEASE FORWARD ANY CORRESPONDENCE TO MRS. BOURDEAU, 2248 Blue Beech Cres.

Mississaug, Ontario

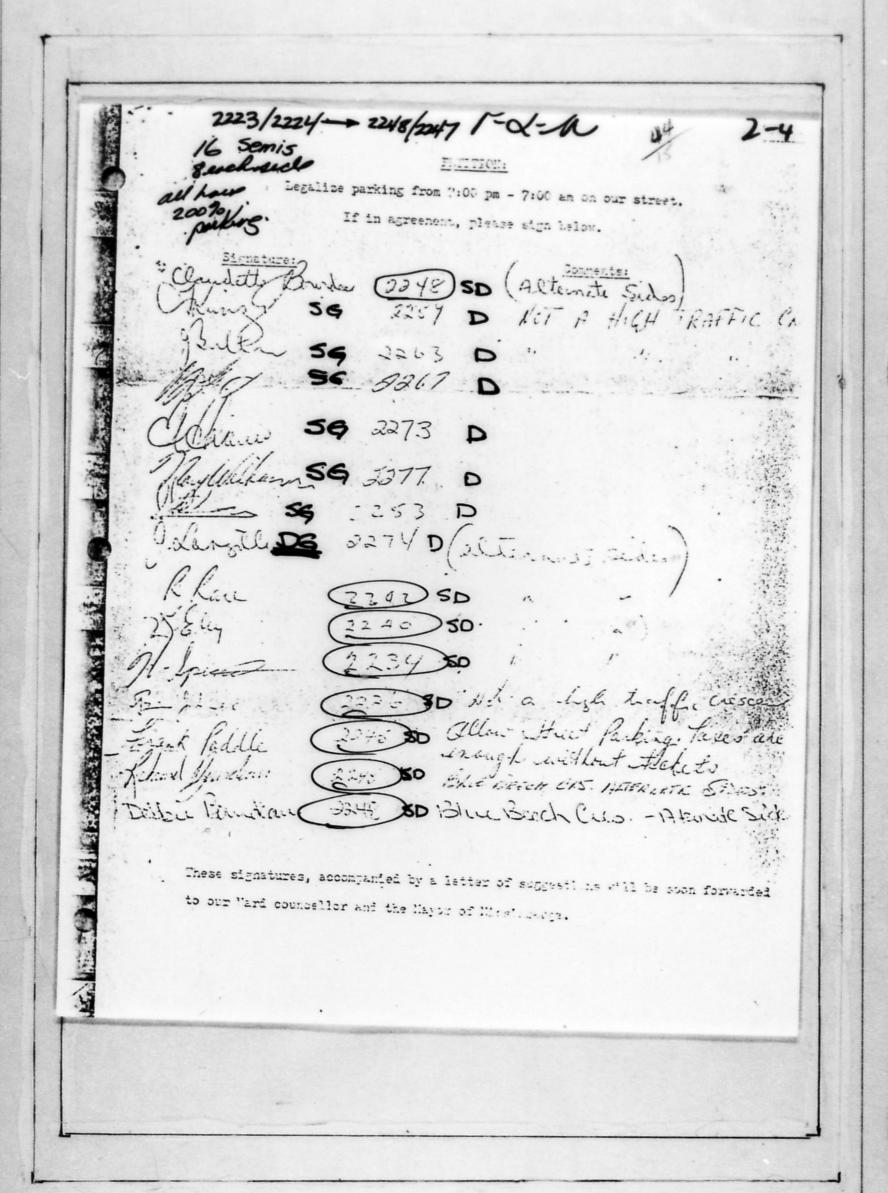
L5L 1C3

Ph. # 820-2225

BUS. 239-1175

2026

the street





MEMORANDUM

FILE REF : 11 141 00039

13 211 00021 13 111 00003

The Chairman and Member CEIVE

William P. Taylor, P.Eng., Commissioner

City of Mississauga

Dept.

Engineering and Works

THE 3 KM

P. W. DATE AUG 8.1984

1 % FO604-02

August 1, 1984

LADIES & GENTLEMEN ...

SUBJECT :

NO PARKING signs.

EUC . . . PTRIENT

SOURCE :

Engineering and Works Department.

COMMENTS :

A request has been received by the Engineering and Works Department to erect oversize NO PARKING ANYTIME signs on a local residential road (Given Road). The reason for this request is there is continual parking occurring in the no parking zone and it was felt that a larger sign would be more feasible.

The Engineering Department reviewed this location, even during hours of darkness and have found that the existing signing is adequate and quite visible, and therefore larger signs are not recommended.

The current standard sign which is used is 30 cm x 30 cm (12 in. x 12 in.) and is a standard recommended in the Manual of Uniform Traffic Control Devices for the Province of Ontario. The oversize sign is 60 cm x 60 cm (24 in. x 24 in.) The Manual of Uniform Traffic Control Devices recommends that this oversize sign be used where the posted speed limit is 70 km/h or greater.

In this regard we would note however, that the Region of Peel has installed oversize NO PARKING signs on roads where the posted speed limit is 60 km/h.

Great care is taken in the installation of NO PARKING signs to ensure that they are visible and clearly define the prohibited areas. The City uses basically the 30 cm x 30 cm size sign which is the only NO PARKING sign which is stocked in Central Stores. We are concerned that if larger signs are installed where they are not warranted, additional requests throughout the City would be forthcoming.

Our standard sign costs \$2.90 each as opposed to the larger sign which costs \$10.00. Approximately 150 NO PARKING signs are ordered each year on the traffic sign quotation.

FORM 145

continued ...

SUBJECT :

NO PARKING signs.

RECOMMENDATION :

That a standard 30 cm x 30 cm (12 in. x 12 in.) NO PARKING sign be used throughout the City except where the oversize is warranted in accordance with the Uniform Manual of Traffic Control Devices for the Province of Ontario.

William P. Taylor, P.Erd., Commissioner, Engineering and Works Pepartment

cc : E.M. Halliday

T:jb



MEMORANDUM

Chairman and Members of the RECEIVE William P. Taylor, Commissioner

Public Works Committee Dept. Engineering and Works

OATE JUL 1 2 1984

THE NO F-02-07

CLERK'S DEPARTMENT

CLERK'S DEPARTMENT

William P. Taylor, Commissioner

From William P. Taylor, Commissioner

University P. W. DATE AUG 8. 1984

P. W. DATE AUG 8. 1984

SUBJECT:

Proposed Street Naming and Renaming in Queensway West/ Hammond Road Area.

ORIGIN:

Letter from Councillor D. Culham dated March 20, 1984.

COMMENTS:

The road configuration proposed in this area as part of the Sheridan Mall expansion is such that the portion of Queensway West lying east of Erin Mills Parkway will become discontinuous with the portion west of Erin Mills Parkway. These portions of roadway are already discontinuous with Queensway West lying east of the Credit River. To alleviate the confusion associated with this situation it would be desirable to rename the above noted portions of Queensway West. In addition to these renamings the proposed Mall expansion will create new roads requiring naming. Councillor Culham has, in his letter of March 20, 1984, proposed various street names for use on these roads. These names have been reviewed and approved by both this office and the Region of Peel Street Names Committee for acceptability.

RECOMMENDATIONS:

- That the existing portions of Queensway West lying between Erin Mills Parkway and Winston Churchill Blvd. be renamed SHERIDAN PARK DRIVE (1 and 2 on attached sketch 'A').
- That when the unopened portion of Queensway West lying between Erin Mills Parkway and Winston Churchill Blvd. is constructed and opened to traffic it be named SHERIDAN PARK DRIVE (3 on attached sketch 'A').
- That the portion of Queensway West lying east of Robin Drive be renamed SHERIFF'S CLOSE (4 on attached sketch 'B').
- 4. That when the proposed road configuration in this area is complete the portion of Queensway West lying between Hammond Road and Robin Drive be renamed HAMMOND ROAD (5 on attached sketch 'B').

2

 Chairman and Members of the Public Works Committee July 10, 1984 Page 2

4-2

SUBJECT: - Queensway West/Hammond Road Area

RECOMMENDATIONS: - Cont'd

- That when the proposed road configuration in this area is complete the portion of Queensway West lying immediately east of Erin Mills Parkway be renamed FOWLER DRIVE (6 on attached sketch 'B').
- That when the proposed road configuration in this area is complete the extension of Fowler Drive be named FOWLER DRIVE (7 on attached sketch 'B').
- That when the proposed road configuration in this area is complete the link road joining Fowler Drive and Hammond Road be named HAMMOND GATE (8 on attached sketch 'B').
- That, subject to adoption of the preceding recommendations, this report be referred to a public meeting to be arranged by the Ward Representative, Councillor D. Culham for final review with area residents.

William P. Taylor, P. Commissioner,

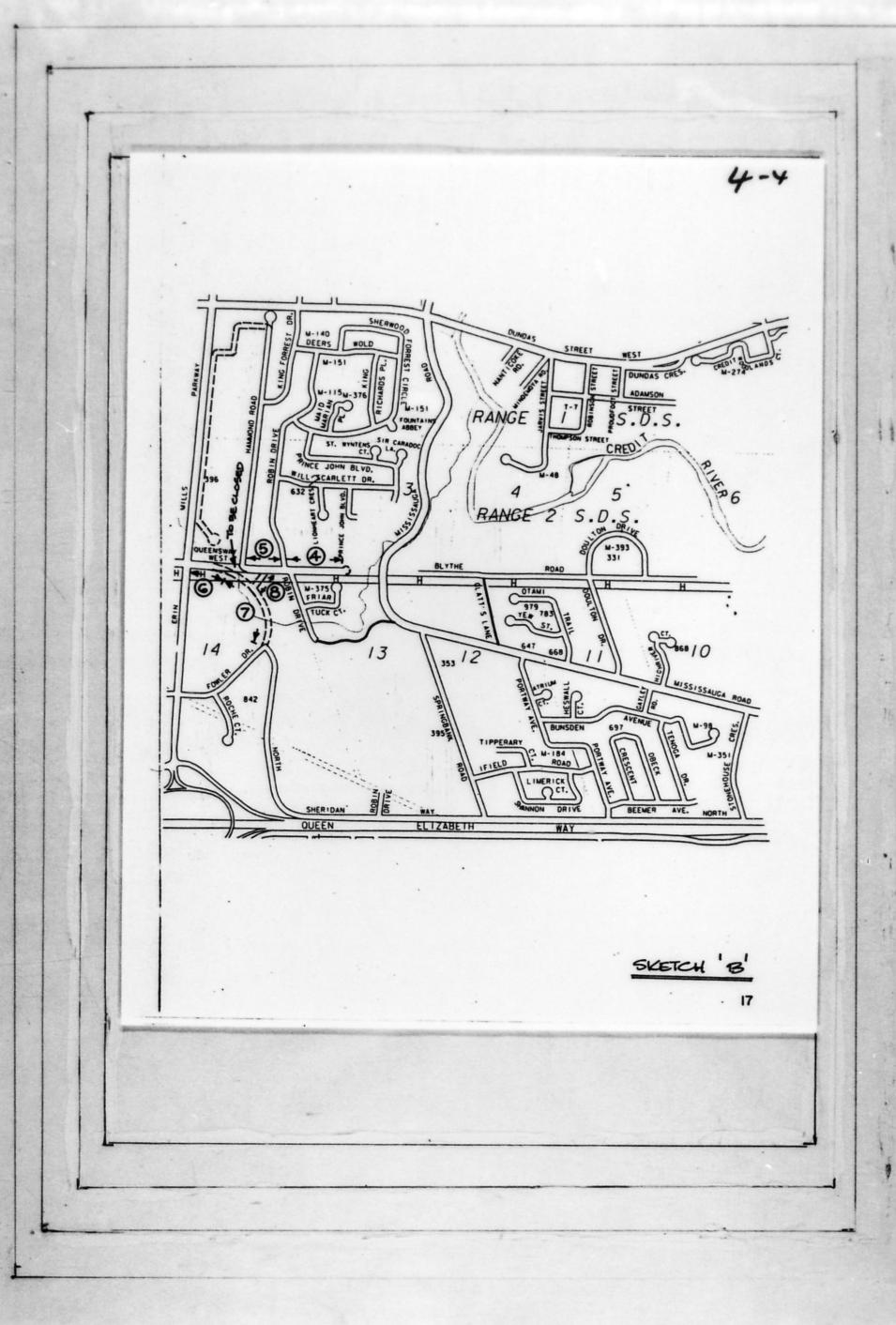
Engineering and

st c.c. Mr. E.M. Ha

c.c. Mr. E.M. Halliday Councillor D. Culham

HIGHWAY OAKVILLE OF BARCELLA CRESCEN TOWN S.D.S. CON. 3 M-33 FOWLER

BOSACA
COURF
43M
-483 823 SKETCH A





MEMORANDUM

Chairman and Members of the Public Works Committee

Dept. Public Works Committee

DATE JUL 12 1984

From William P. Taylor, Commissioner

Engineering and Works

FILE No. F-02 07

CLERK'S DEPARTMENT

From William P. Taylor, Commissioner

Engineering and Works

July 11, 1984

P. W. DATE AUG 8.1984

SUBJECT:

Proposed renaming of Gillian Street to Central Parkway West and the naming of proposed road lying between Gillian Street and Central Parkway West as Central Parkway West.

ORIGIN:

Engineering and Works Department.

COMMENTS:

This matter was originally addressed in a report from this department to the former By-law and Licensing Committee who considered this report and referred it to General Committee without recommendation. General Committee at its meeting of November 21, 1979 approved the recommendations of the report which were in turn adopted by Council at its meeting of November 26, 1979. The recommendations adopted were:

- a) That the name Central Parkway West, lying between Hurontario Street and Joan Drive, remain unchanged.
- b) That the proposed roadway aligning with the existing portion of Central Parkway West at Joan Drive and extending westerly to align opposite Gillian Street at Wolfedale Road, be named Central Parkway West at the time developments are registered.
- c) That Gillian Street be renamed Central Parkway West and that such renaming occur January 1, 1982.
- d) That the proposed roadway extending westerly and northerly from the westerly end of Gillian Street and aligning opposite Creditview Road realigned at Burnhamthorpe Road, be named Central Parkway West at the time developments are registered.
- e) That the portion of roadway referred to as "Creditview Road realigned" and lying between Burnhamthorpe Road West and aligning opposite Creditview Road at Eglinton Avenue West be named Creditview Road.

. :

Chairman and Members of the Public Works Committee July 11, 1984 Page 2 5-2

Subject: - Proposed renaming of Gillian Street to Central Parkway West ...

COMMENTS: - Cont'd

- That the northerly discontinuous portion of "old" Creditview Road be renamed to the satisfaction of the City of Mississauga and Region of Peel.
- g) That the southerly discontinuous portion of "old" Creditview Road be renamed to the satisfaction of the City of Mississauga and Region of Peel.

All affected owners and tenants were notified of this decision on February 6, 1980. The portion of roadway referred to in Item (c) above (shown as 1 on attached sketch) has not as yet been renamed due to the road construction not proceeding as quickly as once thought. However construction of the portion of roadway between Gillian Street and Erindale Station Road will be undertaken in 1984 making Gillian Street continuous with Central Parkway West west of Erindale Station Road. There are approximately 23 owners and tenants, of an industrial or commercial nature on this portion of roadway.

The portion of roadway referred to in Item (d) above has been constructed and named Central Parkway West between Erindale Station Road and Burnhamthorpe Road West (shown as 2 on attached sketch), leaving the portion lying between Gillian Street and Erindale Station Road which as previously noted will be constructed in 1984 (shown as 3 on attached sketch). There are no affected owners or tenants on this portion of roadway.

In light of the foregoing we would offer the following recommendations.

RECOMMENDATIONS:

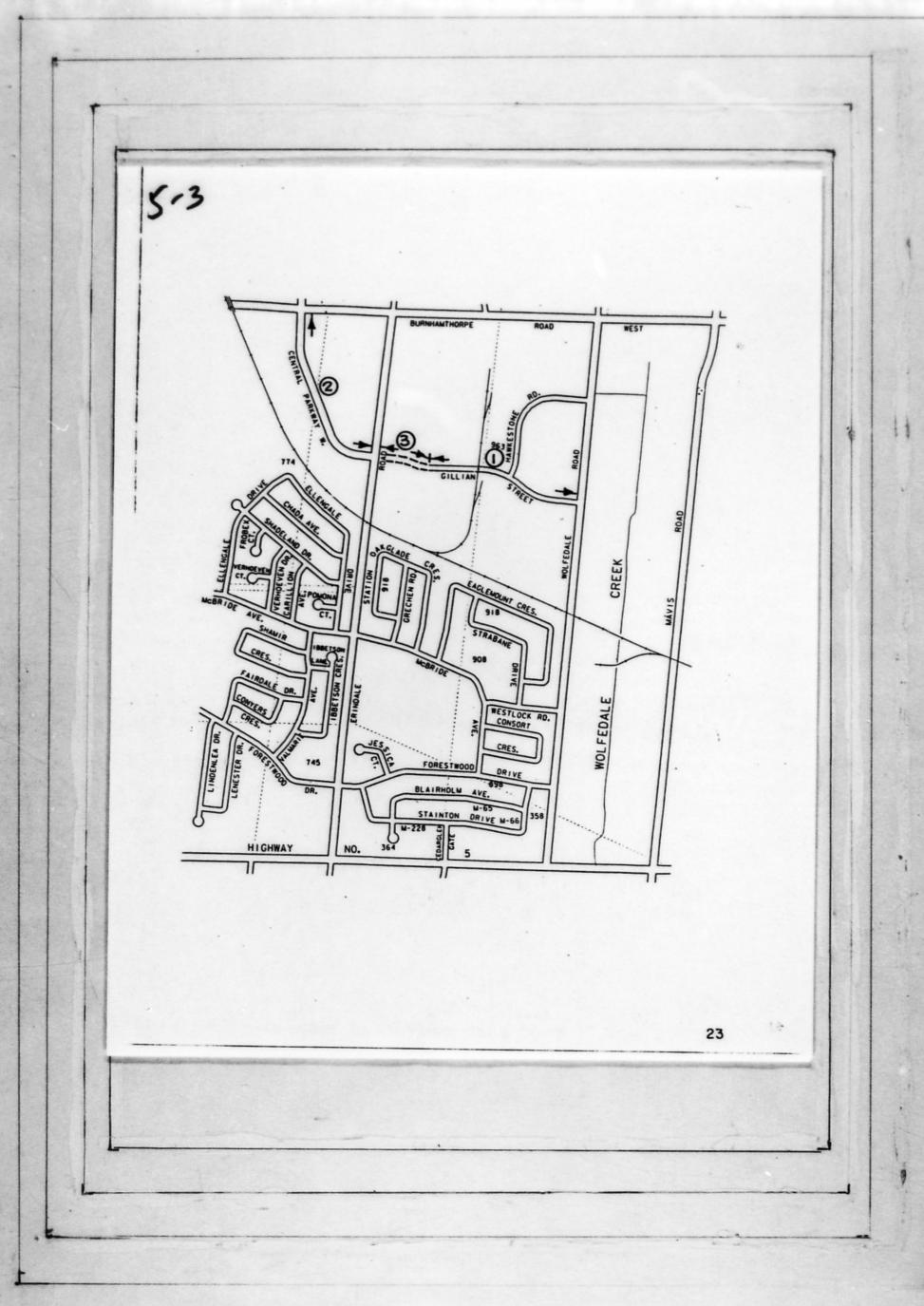
- That Gillian Street be renamed Central Parkway West.
- 2. That the renaming of Gillian Street occur on January 1st, 1985.
- That the renamed portion of Gillian Street be double signed to indicate both "Central Parkway West" and "Formerly Gillian Street" for a period of 12 months (Jan. 1, 1985 - Jan. 1, 1986).
- 4. That the portion of proposed roadway lying between Gillian Street and Erindale Station Road be named Central Parkway West when established as public highway

William P. Taylor, P Commissioner,

Engineering and orks.

Oper

Councillor S. Mahoney





MEMORANDUM

RECEIVED

Chairman and Members of EGISTRY No. 6831

Mr. William P. Taylor, Commissioner

Engineering and Works

Dept AUG 2 1984 T- 81050

T-83036 F02-07 CLERK'S DEPARTMENT

August 1, 1984 P. W. DATE ___

SUBJECT:

Public Works Committee

Proposed street names for new developments within the City

ORIGIN:

Engineering and Works Department.

COMMENTS:

Pursuant to Council direction of June 25, 1984 that street names proposed for use in developments within the City be referred to the Public Works Committee for review, please note the following submissions.

FIRST CITY DEVELOPMENT CORP. (Lisgar) 21T-83036

PEACOCK NUTHATCH MOCKINGBIRD WAXWING

OSPREY HARRIER BITTERN SNOW GOOSE

The above names were approved by the Region of Peel Street Names Committee at its meeting of July 4, 1984.

In addition to the above we have received the following submission from TEAM THREE to be used in conjunction with KANEFF HEIGHTS Subdivision (21T-81050M).

MALLORYTOWN AVENUE

This name has been previously approved by the Region of Peel.

RECOMMENDATIONS:

1. That First City Development Corporation be advised that the following names are approved for use in the Lisgar Development (21T-83036).

PEACOCK NUTHATCH MOCKINGBIRD WAXWING

OSPREY HARRIER BITTERN SNOW GOOSE

2

Chairman and Members of Public Works Committee August 1, 1984 Page 2

Subject: - Proposed Street Names

RECOMMENDATIONS: - Cont'd

 That TEAM THREE be advised that the name MALLORYTOWN AVENUE is approved for use in conjunction with the KANEFF HEIGHTS development (21T-81050M).

> William P. Taylor Eng. Commissioner, Engineering and Works.

PJD/st

c.c. Mayor Hazel McCallion Mr. E.M. Halliday D.A. Billett (Region of Peel)



7-1

MEMORANDUM

File: 11 141 00039

SUBJECT:

Municipal addresses on street name signs.

SOURCE:

Public Works Committee meeting of June 25, 1984.

COMMENTS:

At its meeting of June 25, 1984, the Public Works Committee requested a report with respect to the costs involved in adding house numbers to street name signs on either side of major roads for all <u>future</u> development.

The Engineering Department prepared a report to General Committee of Council dated October 25, 1976, (copy attached) dealing with street name signing in Mississauga. The recommendations of that report were adopted by Council on November 8, 1976 and form the present street name signing policy for the Engineering Department.

As can be noted recommendation 2(viii) deals with the placing of supplementary numerical signs under arterial street name signs. The Engineering Department has not embarked upon a program of numerical signing at major intersections to date but have dealt with problem areas on an individual basis and in fact have placed numerical signing on a limited basis. As problem areas are identified to the Engineering Department, investigations are made and appropriate signs are provided.

At major intersections, the Engineering Department is currently reviewing our arterial road signing with a view to developing a program of upgrading the signing to our current standards, a copy of which is attached. The use of street numbers at the major intersections would be useful in a limited number of cases and would have to be incorporated both at the intersection and in advance. However, we feel that the signs with numbers would be of little value even at major intersections since the intersections generally are very large and busy affording the motorist little time to read the street name sign and the street number sign and then make a commitment to make a turn.

..... :

COMMENTS: (Continued)

Current cost for one sign indicating numbers is approximately \$25.00. Labour to install one sign is also approximately \$25.00 making the total cost for labour and material \$50.00 per sign (up to \$100.00 per approach at major intersections).

With respect to future developments, we would advise that municipal addresses are assigned at the time of building permit issuance which is in most cases after the erection of the street name sign. Therefore the Engineering Department would have to secure the funds from the developer and then erect the signs after occupancy. This would involve additional costs for administration which are difficult to assess at this time and are not incorporated in the above noted \$50.00.

Also, the adoption of this standard for only future developments would result in an inconsistent practice throughout the City and therefore it should be expanded to the whole City on a yearly programmed basis. This would result in significant costs to the City and is not recommended.

In view of the costs involved and the limited value, the Engineering Department recommends that the current practice of dealing with individual locations as they are identified as being a problem, be maintained and that a large scale program not be entered into at this time.

- RECOMMENDATIONS: 1. That a program of placing house numbers of street name signs on major roads for future developments not be entered into.
 - 2. That the Engineering and Works Department continue to place municipal addresses at intersections or locations where a problem area exists, on an individual basis.

W. P. Taylor, P. Commissioner Engineering and Wor

c.c. E. M. Halliday

" 1493. council 1/16

- (a) That the report dated October 25, 1976, from the Commissioner of Engineering, Works and Building, regarding Street Name Signing, be received.
- (b) That the City of Mississauga adopt the following policy regarding Street Name Signing:
 - (i) That the City adopt a standard colour of blue background and white lettering to be used on all street name signs in the City of Mississauga to ensure uniformity not only within the City of Mississauga, but also with other municipalities in the Metropolitan and surrounding area;
 - (ii) That all reflective material used on the street name signs to be of high intensity Scotchlite to maximize night time visibility and increase service life of the sign face to ten years plus;
- (iii) That all street name signs on arterial roads for intersecting roadways be manufactured on oversize blanks with lettering no smaller than FIVE (5) inches in height for greater visibility;
- (iv) That to standardize location, where islands exist, these signs shall be placed on poles or posts on the island at the nearside of the intersection and that where no islands exist they shall be placed on the near right side of the intersection and further, that these signs should be mounted a minimum of 8 feet from the roadway surface on existing poles at the intersection or on a white 4 x 4 wood post if required.
- (v) That all other street name signs for collector and local roadways shall be fabricated on the appropriate SIX (6) inch extruded aluminium blank, with upper and lower case lettering with white lettering on a blue background;

or when the legend is faded or unreadable in light of the ongoing electrical service costs and maintenance costs due to a high susceptibility to vandalism and damage to the faces and underground servicing;

- (vii) That all other signs presently in use be replaced with the adopted standard, when service life has been met or when damage occurs;
- (viii) That a supplementary sign indicating municipal numbering be added or incorporated with major arterial intersectional signing where it is felt this signing would be of assistance to the motoring public in highly developed areas except where otherwise approved by Council;
 - (ix) That the use of street name signs in any new subdivision areas that do not comply with the standards established by the City not be allowed except where otherwise approved by Council;
 - (x) That advanced signing at intersections be erected on roadways that have a speed limit of 40 m.p.h. and further that for roadways where the speed limit is less than 40 m.p.h., a proposed arterial signing as proposed for recommendation (iii) will be sufficient.

NOTE: See Resolution No. 643.

(06-31-76)

18-76 34-76 24-76

Item #1493

This item was amended by adding the following words "NOTE:

// (f) FILE 18-76 - ROADS GENERAL

FILE 24-76 - WORKS DEPARTMENT

FILE 34-76 - POLICY

Joune 8 76 #64

Moved by: David J. Culham Seconded by: Ron Searle

NOTWITHSTANDING Item #1493(vii), be it resolved that the adopted street name signs be used as replacement signs in those areas of the City only where Council has not authorized the erection of non-standard signs.

MOTION CARRIED

11



City of Mississauga MEMORANDUM

LE REF : 11 141 00011 /-5

From _____ William P. Taylor, P.Eng., Commissioner
Engineering, Works and Building

Request No. 206-76 Clerk's File No. 99-76

City of Mississauga

The Mayor and Members of The General Committee

October 25, 1976

Ladies & Gentlemen :

SUBJECT :

Street Name Signing

SOURCE :

Request from Physical Services Committee

COMMENTS :

1. INTRODUCTION

A. Signing Functions

Traffic control devices, such as signs, are the primary means of regulating, warning or guiding traffic on all streets and highways. The need for well-designed, adequately maintained devices grows in proportion to the density of traffic, speed of operation, and complexity of manoeuvring areas on highways and at intersections.

Signs have the function of regulating, warning, guiding and/or channelizing traffic. To be effective however, the installation of such a device should (1) fulfill a need; (2) command attention; (3) convey a clear, simple meaning; (4) command respect of road users; and (5) give adequate time for proper response.

B. Signing Considerations

Traffic personnel must employ five basic considerations to ensure that these requirements are met.

- Design The combination of physical features such as size, colours, and shape to command attention and convey a message.
- ii) Placement The installation of devices so that they are within the cone of vision of the user and thus command attention and give time for response.
- iii) Operation The application of devices so that they meet the traffic requirements in a uniform and consistent manner, fulfill a need, command respect and give time for response.

7-6

SUBJECT :

Street Name Signing

iv) Maintenance - The upkeep of devices in order to retain legibility and visibility; the removal of devices if not needed in order to aid in commanding respect and attention while fulfilling the needs of the users.

v) Uniformity - The uniform application of similar devices for similar situations so that they fulfill the need of the user and command his respect.

These five requirements are considered in this report dealing with Street Name Signing, looking at various types of street name signing presently used in the City of Mississauga, in surrounding municipalities and specifically, as requested, arterial road signing in the Borough of Etobicoke.

It must be understood that in the hierarchy of signs the street sign is a guide sign providing information and therefore its design must be such that it does not overshadow regulatory and warning signs.

C. Cost Analysis

A cost analysis of various street name signs has been undertaken and information gathered from other municipalities as to their susceptibility to vandalism and overall acceptability.

COST CHART

The following chart is a cost analysis of the various types of street name signs being used and shown in the following Exhibits.

	Type	Cost	Exhibit
1.	6" Extruded Aluminum	\$19.00 (2 sides)	1 and 11
	High Intensity Scotchlite	\$22.00 (2 sides)	
2.	Etobicoke G-41	\$27.42 (incl. posts)	5 and 6
3.	Internally Illuminated	\$45.00 (1 sign - 2 sides)	2
4.	Erin Mills	\$37 - \$45 (manufactured by Wagner Signs, Mississauga)	3
5:	Meadowvale	\$56.00 (manufactured by Bennett & Wright)	4
6.	Etobicoke G-42	\$24.00 (1 side)	7, 8 and 9
7.	8" Extruded Aluminum	\$27.00 (2 sides) \$22.00 (1 side)	10

SUBJECT :

Street Name Signing

2. EXISTING STREET NAME SIGNS IN MISSISSAUGA

EXHIBITS

Exhibit 1

Exhibit 2

Exhibit 3

Exhibit 4

3. SIGNS IN OTHER MUNICIPALITIES

Exhibit 5

Exhibit 6

Exhibit 7

Exhibit 8

Exhibit 9

Exhibit 10

Exhibit 11

EXHIBITS 1 THROUGH 11 CANNOT BE DUPLICATED AND WILL BE AVAILABLE AT THE MEETING IF REQUIRED

SUBJECT :

Street Name Signing

4. COMMENTS

A policy should be established outlining a street name signing program and a standard that can be applied on a City wide basis. Colour and style of lettering is usually based on personal preference, and there is no significant difference in cost based on the various styles of lettering. A sign incorporating both reflective background and lettering gives greater night time visibility as opposed to the black lettering on a silver background presently in use (Exhibit 1). Initial cost, replacement or maintenance cost, and susceptibility to vandalism must be taken into account in determining a standard.

Most municipalities contained within the Metropolitan Toronto area have adopted a silver reflective letter on a blue reflective background. Studies have concluded that a blue sign is most aesthetic and appealing for use as street name signing, and its colour does not conflict with other traffic signs where not only legend but colour denotes a particular message (e.g. red - restrictive; yellow - warning; green - permissive or guide; orange - construction; silver or white - regulatory or information).

Examples of aesthetically pleasing signs are shown in Exhibits 3 and 4 (as developed by Erin Mills and Meadow-vale) and Exhibits 10 and 11 (as used in Scarborough and Burlington). Many other municipalities outside of the Metro area have also adopted blue as the major colour with either upper or lower case lettering. Some authorities have stated that lower case lettering is easier to read and the results of this theory can be seen in signing being used on Provincial Freeways and some municipal signing.

High intensity grade Scotchlite is slightly higher, however this is offset and diminished by less frequent replacement of the sign face due to increased service life. Therefore, considering initial cost, maintenance, replacement and service life, high intensity is a better investment and has the added benefit of improved night visibility.

The double post, low mount as in Etobicoke for reasons specified previously being: high vandalism, poor winter visibility and higher initial installation cost are not advocated. Also these signs have FOUR (4) inch lettering which for arterial roadway signing purposes is not large enough.

1110

SUBJECT :

1)

Street Name Signing

5. RECOMMENDATIONS

That this report dated October 25, 1976, from the Commissioner of the Engineering, Works and Building Department, regarding Street Name Signing, be received.

The following recommendations are a Street Name Sign Policy for use in the City of Mississauga.

- i) that the City adopt standard colours of blue background with white lettering to be used on all street name signs in the City of Mississauga to ensure uniformity not only within the City of Mississauga, but also with other municipalities in the Metropolitan and surrounding area.
- ii) that all reflective material used on the street name signs be of high intensity Scotchlite to maximise night time visibility and increase service life of the sign face to ten years plus.
- iii) that all street name signs on arterial roads for intersecting roadways be manufactured on oversize blanks with lettering no smaller than FIVE (5) inches in height for greater visibility.
- iv) that to standardize location where islands exist, these signs shall be placed on poles or posts on the island at the nearside of the intersection, or that where no islands exist, the sign shall be placed on the near right side of the intersection (e.g. signs in Exhibits 7, 9 and 10) and further these signs should be mounted a minimum of 8 ft. from the roadway surface on existing poles at the intersection or on a white 4 x 4 wood post if required.
- v) that all other street name signs for collector and local roadways shall be fabricated on a SIX (6) inch extruded aluminum blank, blue background with white lettering and be FOUR (4) inch upper case letters and appropriate lower case lettering as shown in Exhibit 11.
- vi) that all illuminated signs (Exhibit 2) shall be removed as the need arises, e.g. when damaged or when the legend is faded or unreadable, in light of the ongoing electrical service costs and maintenance costs due to a high susceptibility to vandalism and damage to the faces and underground servicing.

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SUBJECT :

Street Name Signing

vii) that all other signs presently in use (e.g. our present standard as shown in Exhibit 1) be replaced with the adopted standard, when service life has been met or when damage occurs, except in areas as otherwise approved by Council.

viii) that a supplementary sign indicating municipal numbering be added or incorporated with major arterial intersectional signing where it is felt this signing would be of assistance to the motoring public in highly developed areas. (see Exhibit 9).

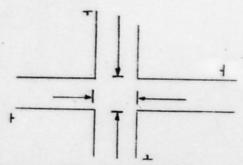
- ix) that (to reduce the number of various sign faces and blanks being used in the City of Mississauga), it is recommended that the use of any street name signs in new subdivision areas which do not comply with the standard established by the City, not be allowed except as otherwise approved by Council.
- x) that advance signing to intersections be erected on roadways that have a speed limit of 40 MPH. For roadways where the speed limit is less than 40 MPH, the proposed arterial signing as per recommendation iii) is sufficient.

William P. Taylor, P.Eng., Commissioner, Engineering, Works and Building Department



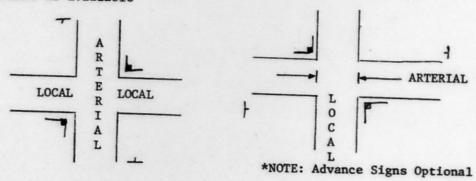
STREET NAME SIGN INSTALLATION

- 1. ARTERIAL ROADWAYS INTERSECTING (SIGNALIZED - CENTRE MEDIANS)
 - arterial size signs 45m 75m in advance of the intersection
 - arterial size signs on the far side signal poles located on the centre islands



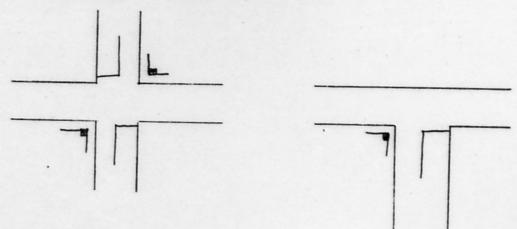
- 2. ARTERIAL ROADWAYS INTERSECTING (NO CENTRE MEDIANS)

 - arterial size signs 45m 75m in advance of intersection (if required) arterial size signs near left and right position mount sign on 4×4 in island if available



3. ALL OTHER INTERSECTIONS

- local size signs near left and right positions for stop street(s)
- no advance signs





City of Mississauga

MEMORANDUM FILES: 11 349 00001 RECEIVED

12 111 00014 11 141 00039

Chairman and Members of the REGISTRY No. 6832

William P. Taylor, P. Eng.

Public Works Committe

AUG 2 1984 Dept

Engineering and Works

FILE No. F-02-07

CLERK'S DEPARTMENTULY 31, 1984

SUBJECT:

Duplicate Street Names.

P. W. DATE AUG 8 1984

ORIGIN:

Concerns expressed by Councillor T. Southorn and Fire Chief Gordon Bentley.

COMMENTS:

We have prepared and attach hereto a summary of street name duplications in the City of Mississauga as they exist today. This list is not complete at this time as additional streets are being added to Sections 2 and 6 for Wednesday, August 9, 1984. The problems are classified in sections as follows:

Direct duplication

Same name - different suffix

3 -Phonetically similar

4 - Discontinuous streets with same name

Continuous streets with a different name 5 -

Streets with incorrect directional

designation based on Mississauga's policy

Municipal address confliction

For each one of these streets Committee will note that we have made certain recommendations. These recommendations may or may not be acceptable, but have been suggested in an attempt to provoke discussion and thus resolve the matter as quickly as possible.

I would suggest to Committee that we should try to agree on some of these at our August meeting even if only to suggest to the affected Ward Councillor that he or she review our recommendation prior to the October Public Works Committee meeting.

Further, I would suggest that we will not have time to consider all of these at our August meeting and those left over should be considered at the September meeting.

RECOMMENDATION:

That the Public Works Committee review the street name duplications in the City and make recommendations to General Committee, as soon as possible

WPT.mh c.c. E.M. Halliday

William P. Taylor

Commissioner.

DIRECT DUPLICATION

io.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
42	First Street	. 6	1921	13	1	44		Leave As 1s
43	First Street	6	1921	4	1	44		Rename To New Name
44	First Street	53E	1856	0	9	42,43		Review Feasibility of Closure, Disposal or Renaming To New Name
54	Hammond Road	17	1958	32	6	55		Rename Either 54 or 55 To New Name
55	Hammond Road	39€	1953	30	9	54		Rename Either 54 or 55 To New Name
69	James Street	39€	1856	7	9	70		Leave As 1s
70	James Street	39€	1856	0	9	69		Review Feasibility of Closure, Disposal or Renaming To New Name
89	Mill Street	38v	1856	46	9	90	-	Leave As Is
90	Hill Street	53E	1856	-3	9	89		Rename To New Name
103	Princess Street	39€	1856	7	9	104		Rename Either 103 or 104 To New Name
104	Princess Street	49E	1855	7	5	103		Rename Either 103 or 104 To New Name
113	River Road	8	1943	11	1	114		Rename To Veronica Drive
114	River Road	38w	1953	15	9	113		Leave As Is
			-					

SAME MANE (DIFFERENT SUFFIX)

No.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
16	Burns Avenue	2	1888	3	2	17		Rename Either 16 or 17 To New Name (Private Road)
17	Burns Lane	9	-	3	2	16		Rename Either 16 or 17 To New Name (Private Road)
24	Cliff Road	14	1927	273	7	25		Leave As Is
25	Cliff Road North	21	1970	231	4	24		*Rename To New Name
26	Codlin Avenue	48W	1968	27	5	27		Leave As Is
27	Codlin Crescent	48W	1963	0	5	26		Review Feasibility of Closure, Disposal or Renaming To New Name
28	Confederation Parkway	15, 22	1969	499	4,6	29		Leave As Is
29	Confederation Square	. 15	1961	0	6	28		Review Feasibility of Closure, Disposal or Renaming To New Name
39	Fifth Line East	34E	1819	. 6	5	40,41		Renaming To Occur in Conjunction With Area Development
40	Fifth Line West	18, 25	1843	88	6,8	39		Leave As Is
41	Fifth Line West	54E	1819	2	9	39		Renaming Currently Under Review
56	Harborn Road	15	1920	23	6	57		Leave As Is
57	Harborn Trail	15	1920	14	6	56		Rename To New Hame
66	Indian Grove	9	1917	68	2	67,68		Rename To New Name
7	Indian Line	33	1858	7	5	66,68	Note 'A'	Rename To New Name
8	Indian Road	8,9	1843	130	2	66,67		Leave As Is
1	John Street	21	1958	10	4	72,73		Rename To New Name
2	John Street North	8	1835	32	1	71		Leave As Is
3	John Street South	8	1835	96	1	71	1	Leave As Is
5	McConnell Avenue	2	1888	0	2	86		Rename To New Name (Private Road)
6	McConnell Road	30 .	1869	2	8,9	85		Leave As Is

SAME NAME (DIFFERENT SUFFIX) Z - Area 87 Meadow Wood Lane 88 Rename To New Name (Private Road) 88 **Meadow Wood Road** 3 1946 Leave As Is 2 87 1806 1819 Ninth Line 93 55-59 48 Rename To New Name 8,9 94 Note 'B' 94 Minth Street 6 1923 'Leave As Is 60 1 93 99 Pine Avenue 1922 80 Leave As Is 100 100 Pine Street 38W 1856 21 Rename To New Name 107,108 109,110 107,108 109,110 Queen Street East 105 7 1846 12 Leave As Is Queen Street East 106 Rename To New Name 1846 64 105,106 109,110 105,106 109,110 105,106 107,108 107 Queen Street West 8 1913 . 42 Rename To New Name 108 Queen Street West 8,9 1951 Leave As Is 42 109 Queen Street North 45W 1856 76 Rename To Mississauga Road 105,106 107,108 110 Queen Street South 38W 1856 Rename To Mississauga Road 465 Tenth Line 123 Renaming to Occur In Conjunction With Area Development 1819 55-57 124 124 Tenth Street Leave As Is 1923 51 123 130 Wesley Avenue Leave As is 8 1944 44 131 131 Wesley Crescent Rename To New Name 1944 130

10.	Street Name	Z - Areo	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
5	Basswood Crescent .	25	1975	50	8	9		Leave As Is
6	Beach Street	1	1926	6	1	7		Leave As Is
7	Beech Street	38W	1856	0	9	6		Review Feasibility of Closure, Disposal or Renaming To New Name
9	Brasswood Road	9	1967	3	2	5		*Rename To New Name
18	Caroline Street	39E	1856	3	9	19		Rename To New Name
19	Carolyn Road	38W	1836	30	9	18		Leave As Is
30	Cromble Road	10	1956	1	2	31		Rename To New Name
31	Crumble Street	39€	1856	3	9	30		Leave As Is
56	Harborn Road	15	1920	. 23	6	58		
57	Harborn Trail	15	1920	14	6	58		
58	Harbour Street	8	1961	0	1	56,57		Review Feasibility of Closure, Disposal or Renaming To New Name
63	Hollyrood Avenue	7	1925	18	1	64		Leave As Is
64	Hollywood Blvd.	2	1950	0	2	63		Review Feasibility of Closure, Disposal or Renaming To New Name
74	Juanita Court	21	1971	32	4	129		Rename To New Name
127	Vesta Drive	8	1943	21	1	128		Rename To New Name
28	Vista Drive	39E	1954	50	9	127		Leave As Is
129	Wanita Road	7	1921	61	1	74		Leave As Is
34	Woodland Avenue	8	1943	16	1	135		Rename To New Name
35	Wood lawn Avenue	7	1912	25	1	134		Leave As Is
			1. 1					

DISCONTINUOUS STREET

va ·	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
1	Autumn Breeze Drive	15	1962	10	6	2		Rename To New Name
2	Autumn Breeze Drive	15	1977	15	6	1		Leave As Is
3	Barbertown Road	38W	1879	4	9	. 4		Rename Either 3 or 4 To New Name
4	Barbertown Road	38W	1879	4	9	3		Rename Either 3 or 4 To New Name
11	Britannia Road East	35E-36E	-	382	5	12,12A		Rename To New Name
12	Britannia Road East	36W	-	17	-5	11,12A		Leave As Is
12A	Britannia Road East	36E	-	1	5	11,12		Rename To New Name
20	Cedar Creek Drive	20	1925	49	3	21		Leave As Is
21	Cedar Creek Drive	20	-	. 4	3	20		Rename To New Name (Private Road)
40	Fifth Line West	18,25	1843	88	6,8	41		Leave As Is
41	Fifth Line West	54E	1819	2	9	.40		Renaming Currently Under Review
12	First Street	6	1921	13	1	43		Leave As Is
13	First Street	6	1921	4	1	42		Rename To New Name
15	Fowler Drive	17	1968	330	6	46		Leave As Is
16	Fowler Drive	18	1953	21	6	45		Rename To New Hame
8	Goldenridge Road	12	1971	51	7	49		Leave As Is
9	Goldenridge Road	12 .	1971	0	7	48		Rename To New Name
0	Gordon Drive	15	1920	13	6	51		Rename To New Name
1	Gordon Drive	15	1920	19	6	50		Leave As Is
2	Haines Road	13,20	1914	47	3,7	53		Leave As Is
3	Haines Road	13	1953	0	7	52		Review Feasibility of Closure, Disposal or Renaming To New Name
0	High Street East	8	1846	340	1	16,62		Rename To High Street West

DISCONTINUOUS STREET Street Name Rename To New Name High Street West 60,62 Rename To New Name High Street West 60,61 Littlejohn Lane Rename To New Name Leave As Is Littlejohn Lane Lushes Avenue Leave As Is Review Feasibility of Closure, Disposal or Lushes Avenue Renaming To New Name Rename To Park Street West Park Street East 7,8 Park Street West Rename To New Name Peter Street North Leave As Is Peter Street South Rename To New Name Port Street East Rename To Port Street West Rename To New Name Port Street West Leave As Is Queen Street East Queen Street East Rename To New Name Queen Street West Rename To New Name Queen Street West 8,9 1,2 Leave As Is Queensway West 17, 18 Renaming Currently Under Review Queensway West Renaming Currently Under Review Robin Drive Leave As Is Robin Drive Rename To New Name 119,120 121,122 Stavebank Road Rename To Morrison Avenue

DISCONTINUOUS STREET Street Name Z - Area Conflicts With 118,120 121,122 119 Stavebank Road 15 1835 Rename To Mavis Road Stavebank Road 120 8 1835 85 118,119 Leave As Is 121 Stavebank Road North 8 1944 194 118,119 Rename To Stavebank Road 122 Stavebank Road South 1961 92 118,119 Rename To Stavebank Road Whaley Drive 132 15 1950 Rename To New Name 133 133 Whaley Drive 15 1971 86 132 Leave As Is

CONTINUOUS STREET Z - Area Bough Beeches Blvd. 26 1975 117 Renaming Currently Under Review 47 Gillian Street 23 1973 Rename to Central Parkway West 59 Hickory Drive 27 1950 13 3 Renaming Currently Under Review 33 Main Street 38W 1856 33 84 9 Leave As Is McCaugherty Road 38W 1836 9 83 Rename To Main Street 109 Queen Street North 45W 1856 76 9 Rename To Mississauga Road Queen Street South 38W 1856 465 Rename To Mississauga Road 117 Rowland Avenue 26 1981 12 8 Renaming Currently Under Review

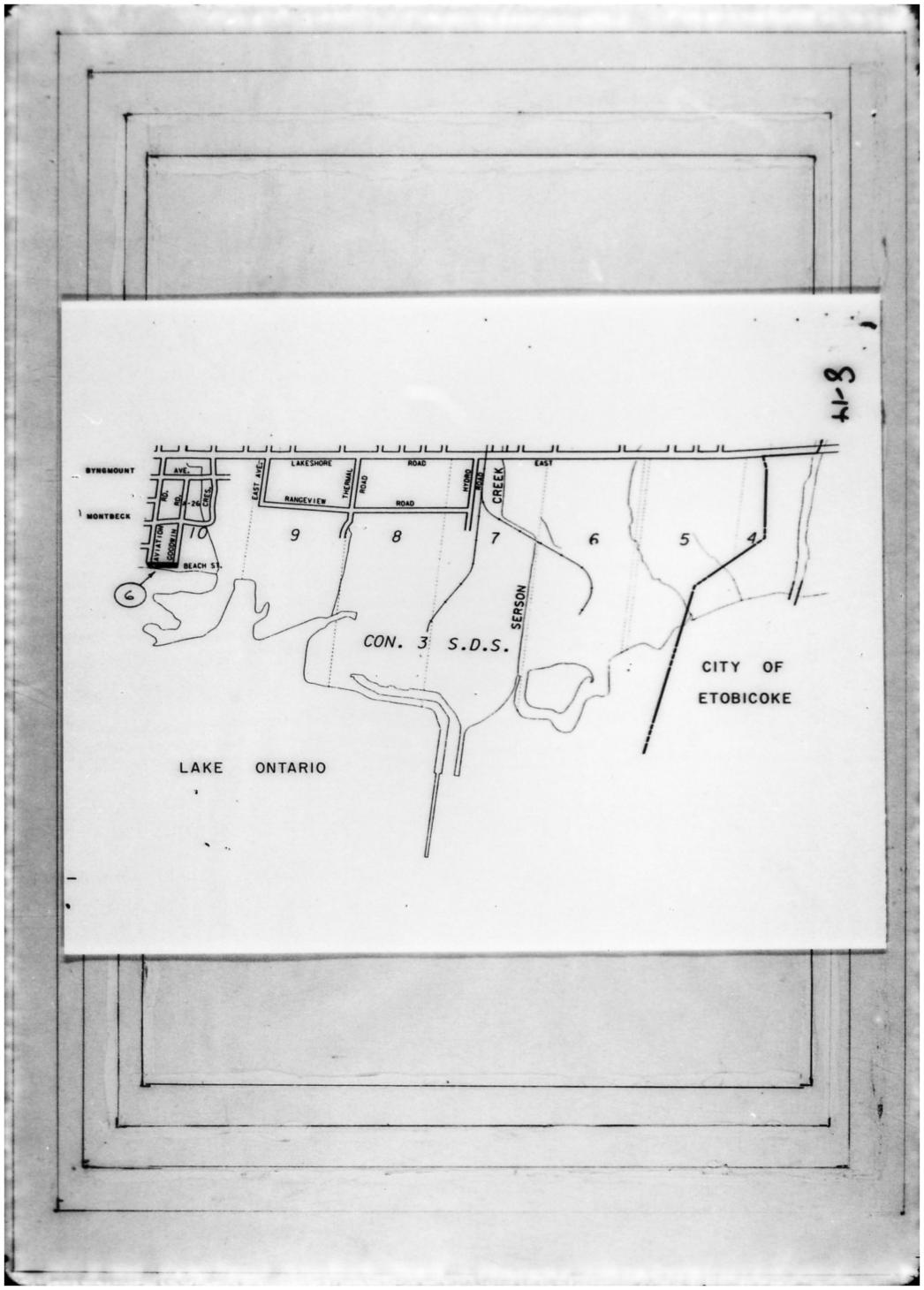
	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
10	Britannia Road East .	38W	-	16	9	-		Rename To Britannia Road West
33	Dundas Street East	59	-	7	8	-		Renaming Currently Under Review
60	High Street East	8	1846	340	1	-		Rename To High Street West
72	John Street North	8	1835	32	1	-		Leave As Is
73	John Street South	8	1835	96	1	-		Leave As Is
77	Lakeshore Road East	7,8	1917	234	1	-		Rename To Lakeshore Road West
91	Mississauga Road North	8	1944	82	1	-		Rename To Mississauga Road
92	Mississauga Road South	8	1944	18	1			Rename To Mississauga Road
95	Park Street East	7,8	1846	616	1	-		Rename To Park Street West
			r					
101	Port Street East	8	1846	54	1	-		Rename To Port Street West
106	Queen Street East	8	1846	64	1	-		Rename To New Hame
109	Queen Street North	45W	1856	76	9	-		Rename To Mississauga Road
110	Queen Street South	38W	1856	465	9	-		Rename To Mississauga Road
121	Stavebank Road North	8	1944	194	1	-		Rename To Stavebank Road
122	Stavebank Road South .	8	1961	92	1	-		Rename To Stavebank Road
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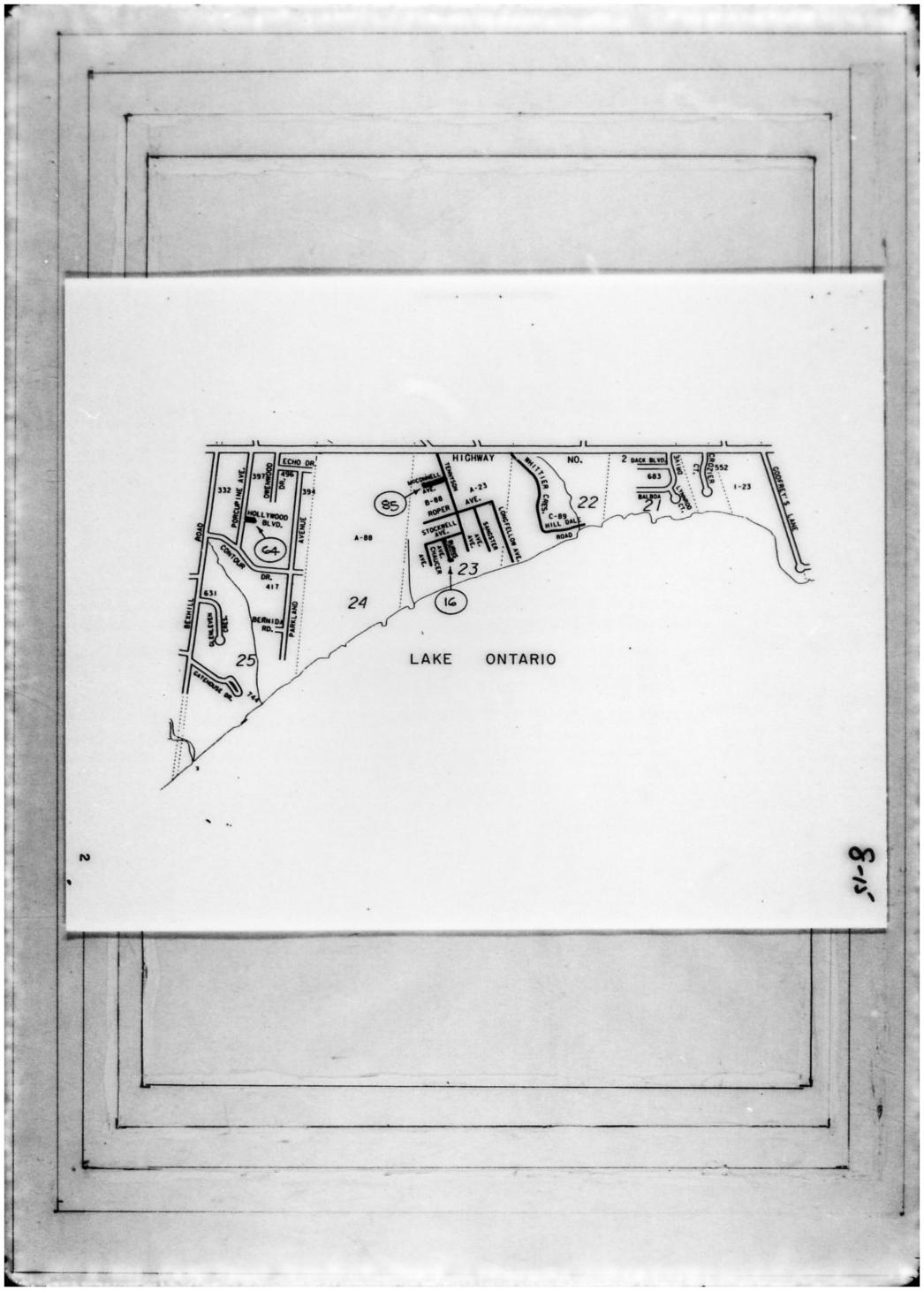
MUNICIPAL ADDRESS CONFLICTION

Vo.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
10	Britannia Road East	38W	-	16	9	-		Renumber To City Grid System
13	Britannia Road West	39E	-	41	9	-	•	Renumber To City Grid System
14	Britannia Road West	56		7	9	-		Renumber To City Grid System
15	Burnhamthorpe Road West	58	1976	7	8	-	**************************************	Renumber To City Grid System
22	Charing Drive	45W	1971	3	9	-		Leave As Is
23	Charing Drive	45W	1967	6	9	-	******	Renumber To City Grid System
32	Derry Road Hest	55	-	244	9	-		Renumber To City Grid System
33	Dundas Street East	59	-	7	8	-		Renumbering Currently Under Review
34	Bunray Court	45W	1971	25	9	-		Leave As Is
35	Dunray Court	45W	1967	4	9	-		Renumber To City Grid System
36	Eglinton Avenue West	57	1976	3	9	-		Renumber To City Grid System
37	Falconer Drive	45W	1971	486	9	-		Leave As Is
38	Falconer Drive	45W	1956	256	9	-		Renumber To City Grid System
50	High Street East	8	1846	340	1	-		Renumber To City Grid System
55 .	Hurontario Street	7	1835	29	1	-		Renumber To City Grid System
77	Lakeshore Road East	7,8	1917	234	1	-		Renumber To City Grid System
7A	Lakeshore Road East	7	1917	743	1	-		Renumber To City Grid System
78	Lakeshore Road West	8	1917	777	1	-		Renumber To City Grid System
33	Main Street	38W	1856	33	9	-		Renumber To City Grid System
1	Mississauga Road North	8	1944	82	1	-		Renumber To City Grid System
2	Mississauga Road South	8 .	1944	18	1			
15	Park Street East	8	1846	616	1	-		Renumber To City Grid System Renumber To City Grid System

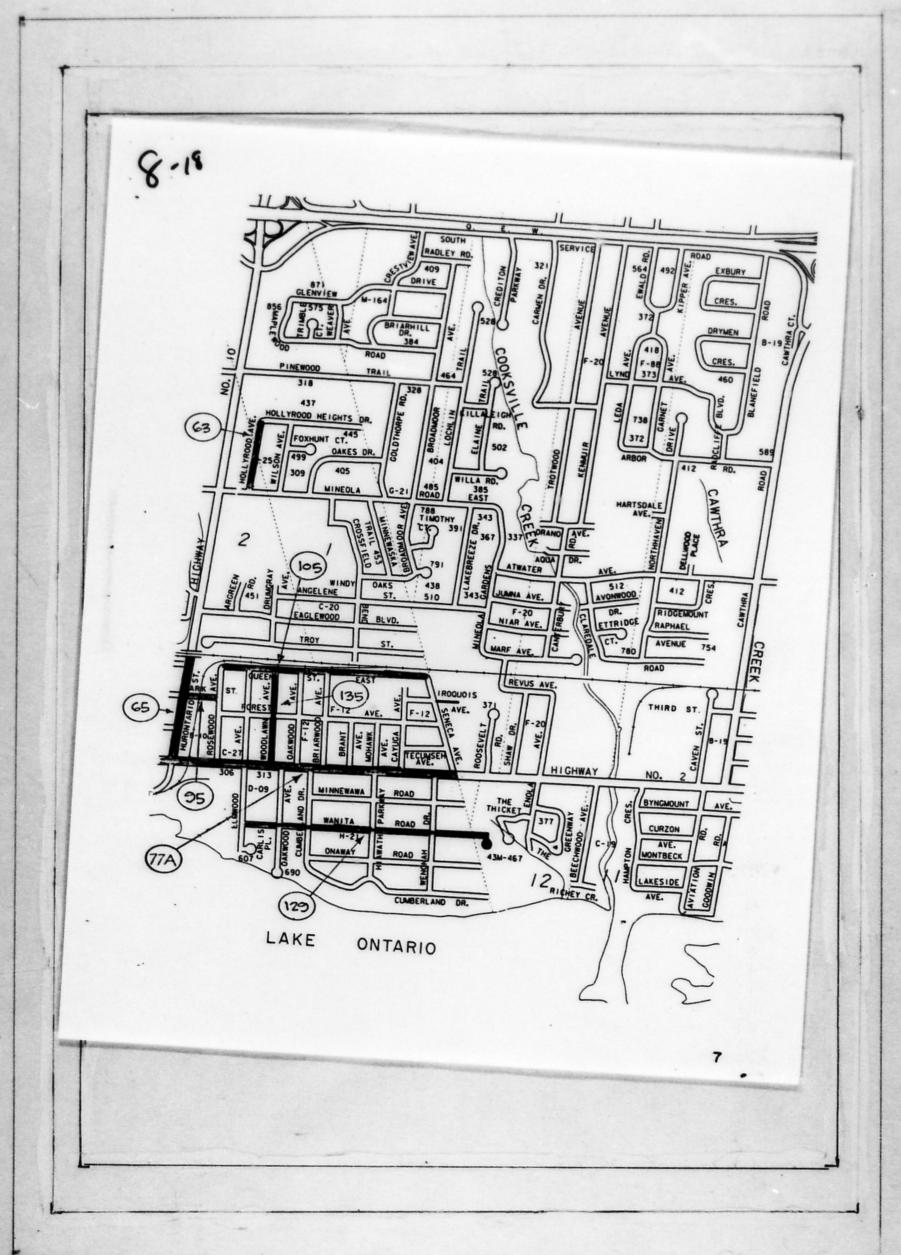
0.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
101	Port Street East	8	1846	54	1	-		Renumber To City Grid System
106	Queen Street East	8	1846	64	1	-	•	Renumber To City Grid System
108	Queen Street West	8,9	1951	43	1,2	-		Renumber To City Grid System
109	Queen Street North	45W	1856	76	9	-		*Renumber To City Grid System
110	Queen Street South	38W	1856	465	9	-		Renumber To City Grid System
121	Stavebank Road North	8	1944	194	1	-		Renumber To City Grld System
122	Stavebank Road South	8	1961	92	1	-		Renumber To City Grld System
125	Thomas Street	39E	1831	16	9	-		Renumber To City Grid System
126	Thomas Street	39E,39W	1831	. 2	9	-		Leave As Is
144								
	1 1							·
								1
						2		
						1		

8-13 NOTES: This street is entirely within the Gity of Etobicoke. However properties fronting on west side are in the City of Hississauga. 'A' This street is entirely within the Towns of Oakville and Milton. However properties fronting on east side are in the City of Mississauga. 'B'



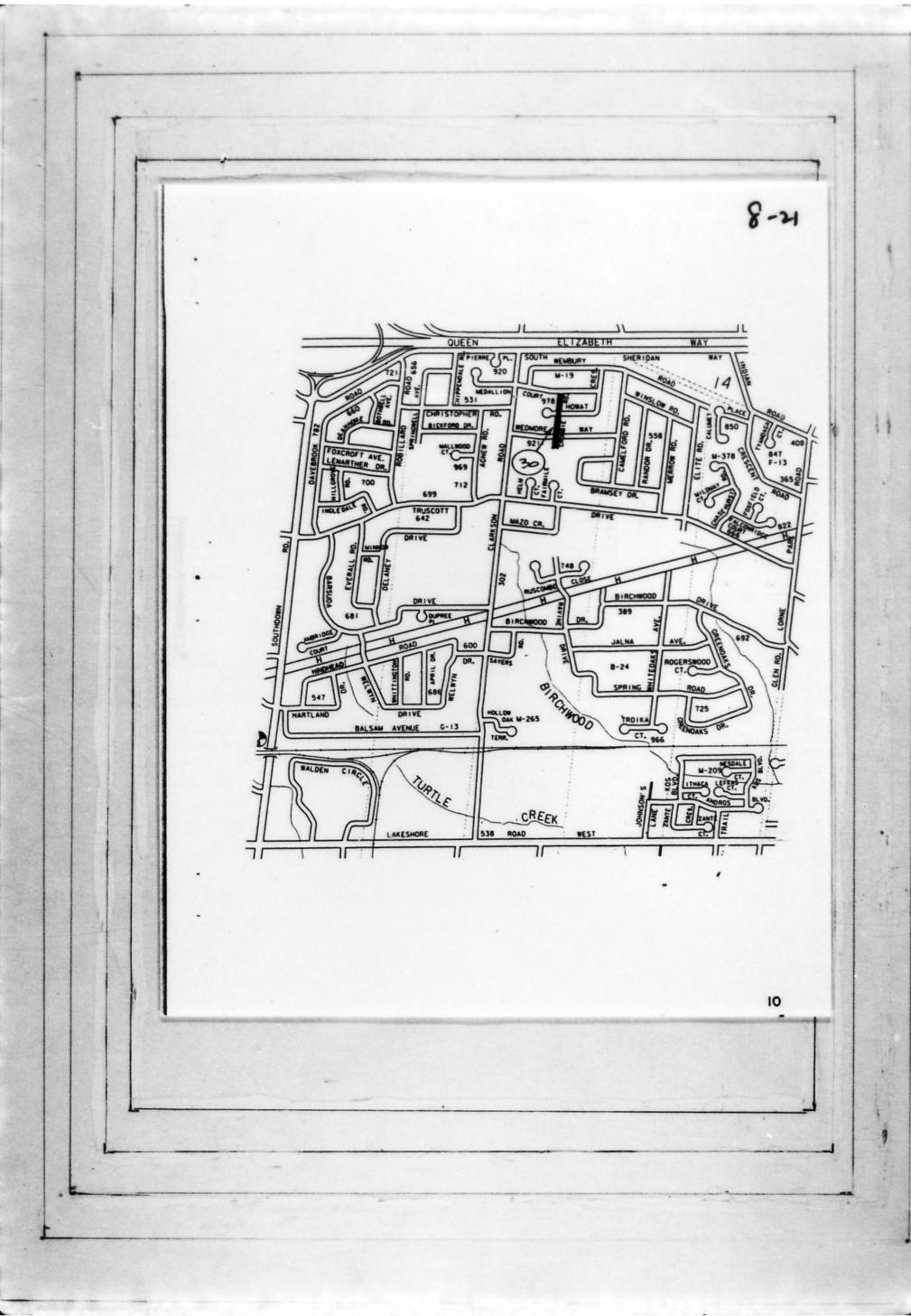


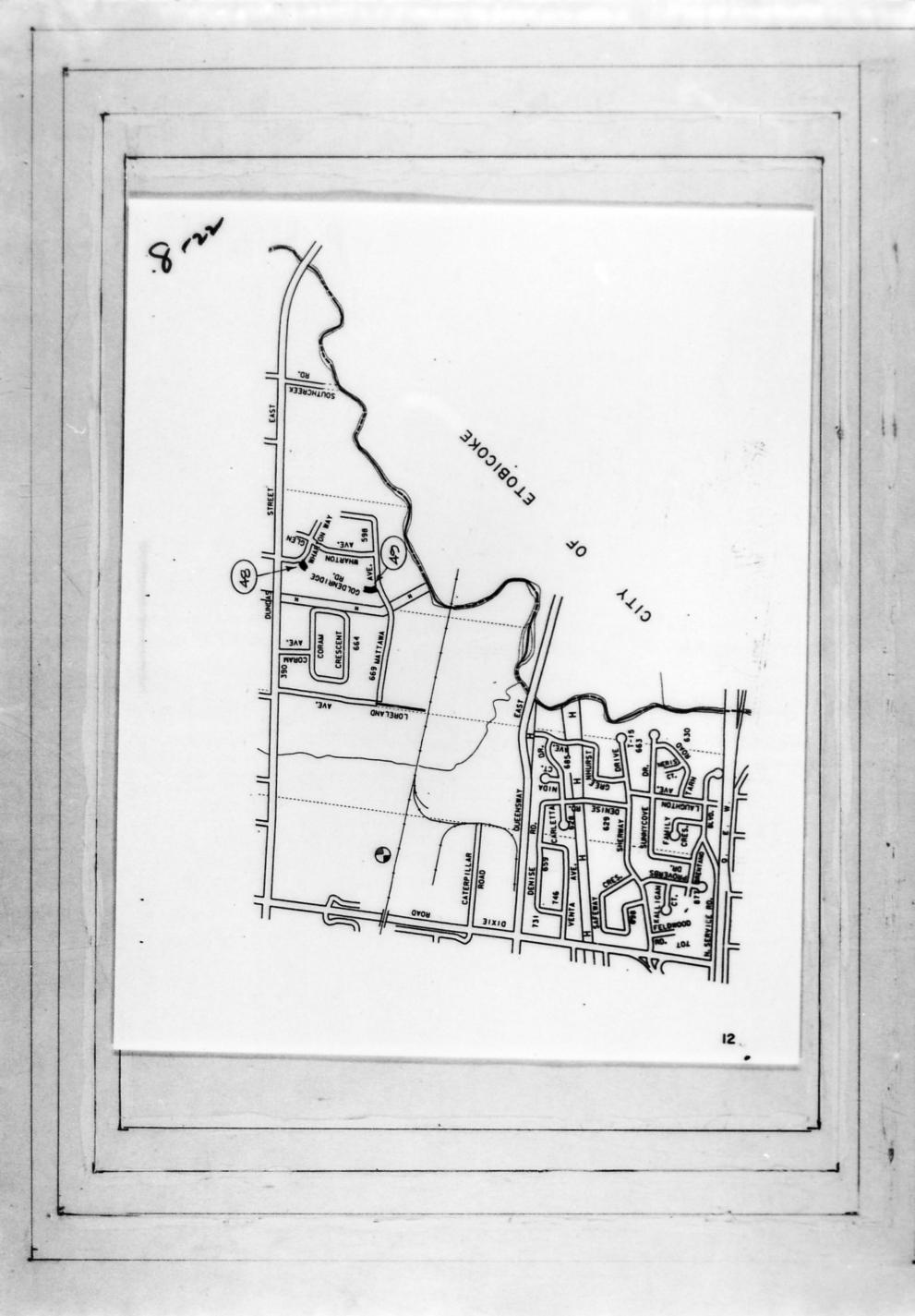




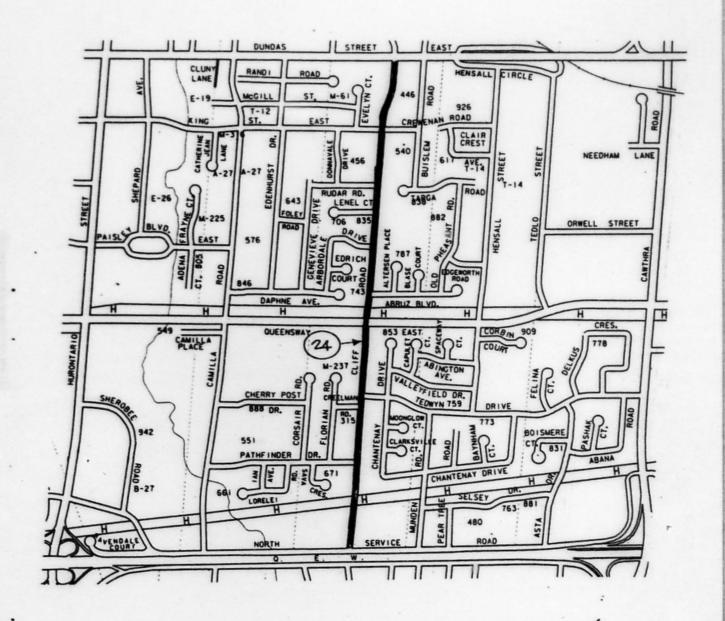




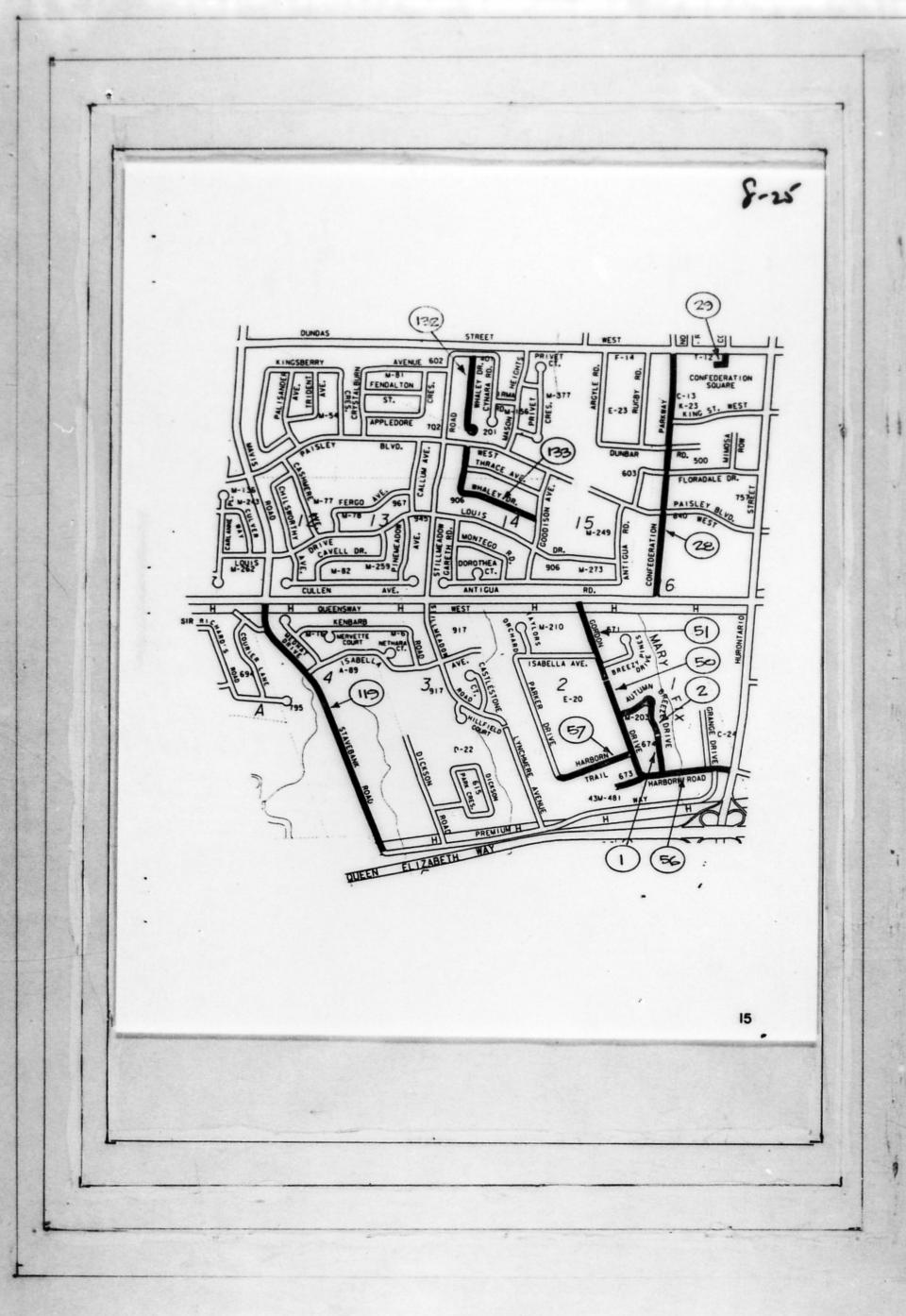




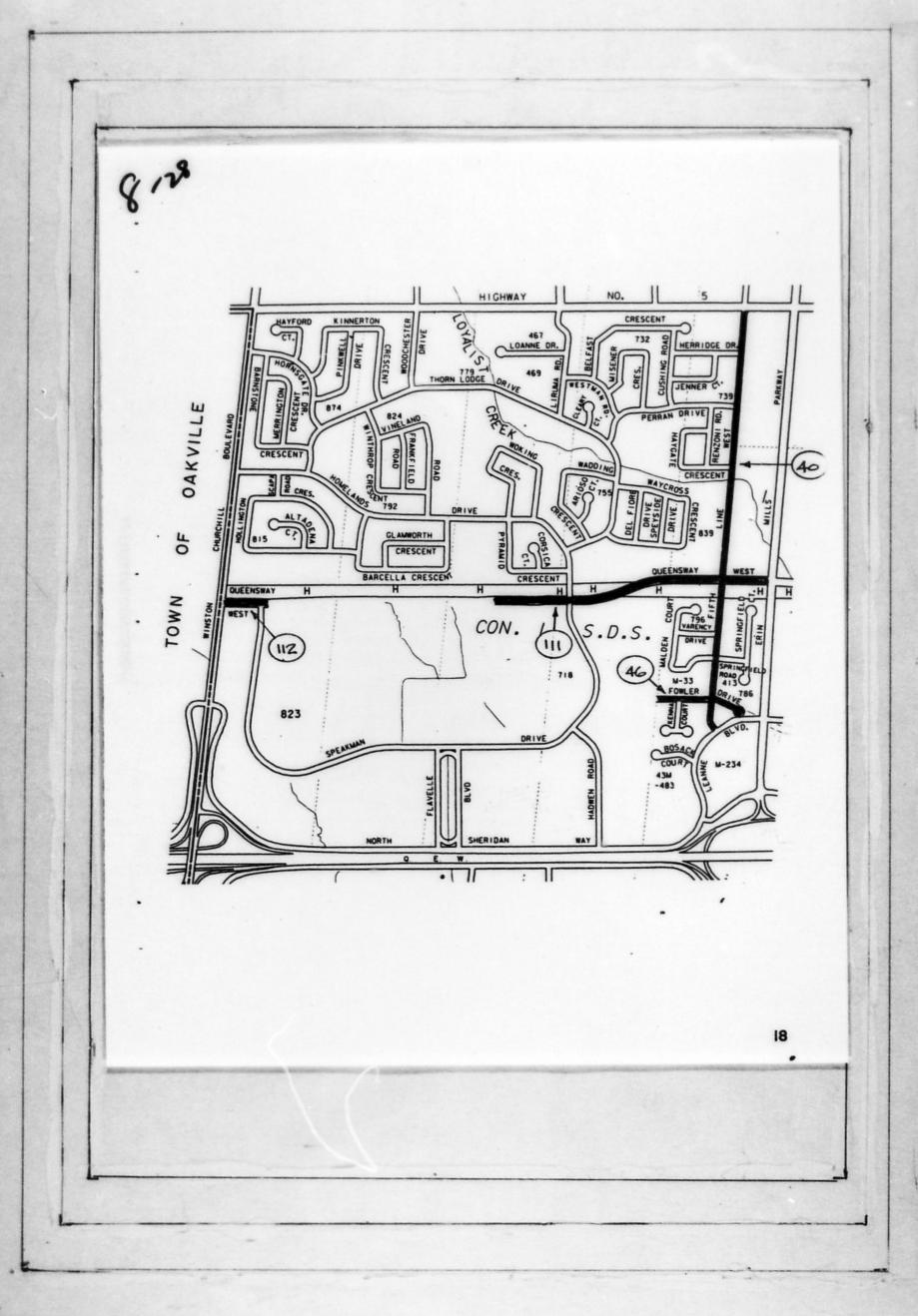
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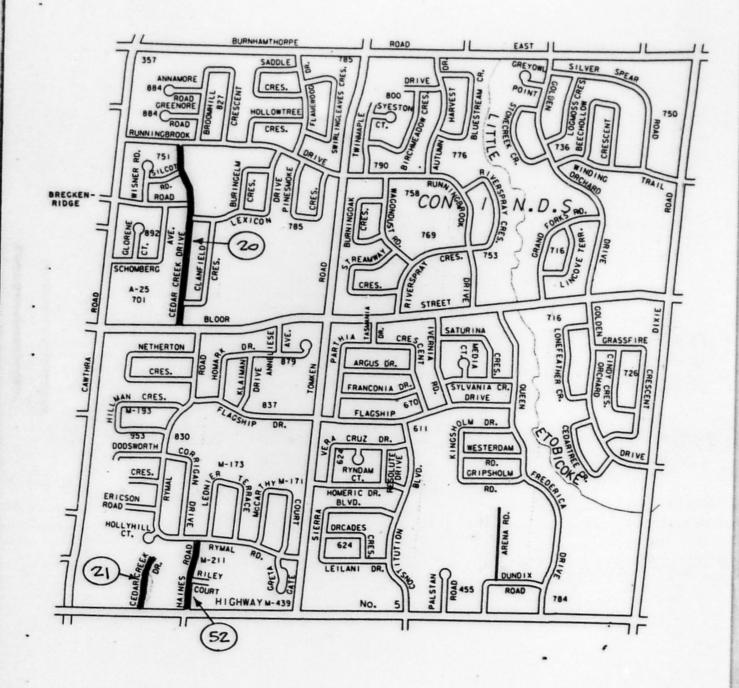


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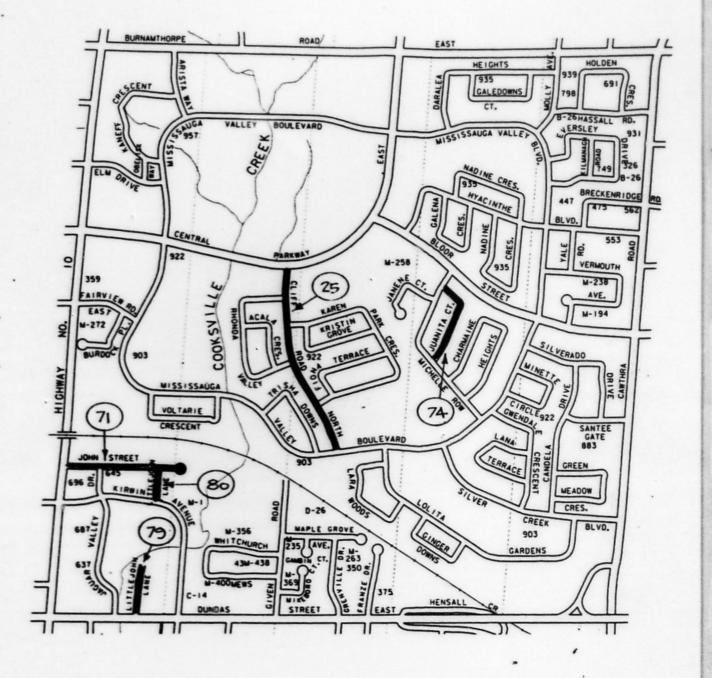


HIGHWAY WEST ABBOTSWOOD CT. RANGE N-305 3 MILL BLOCK G WAY M-301 H -20NDIAN VILLAGE DRTH FLEET SHERIDAN STREET 7 16

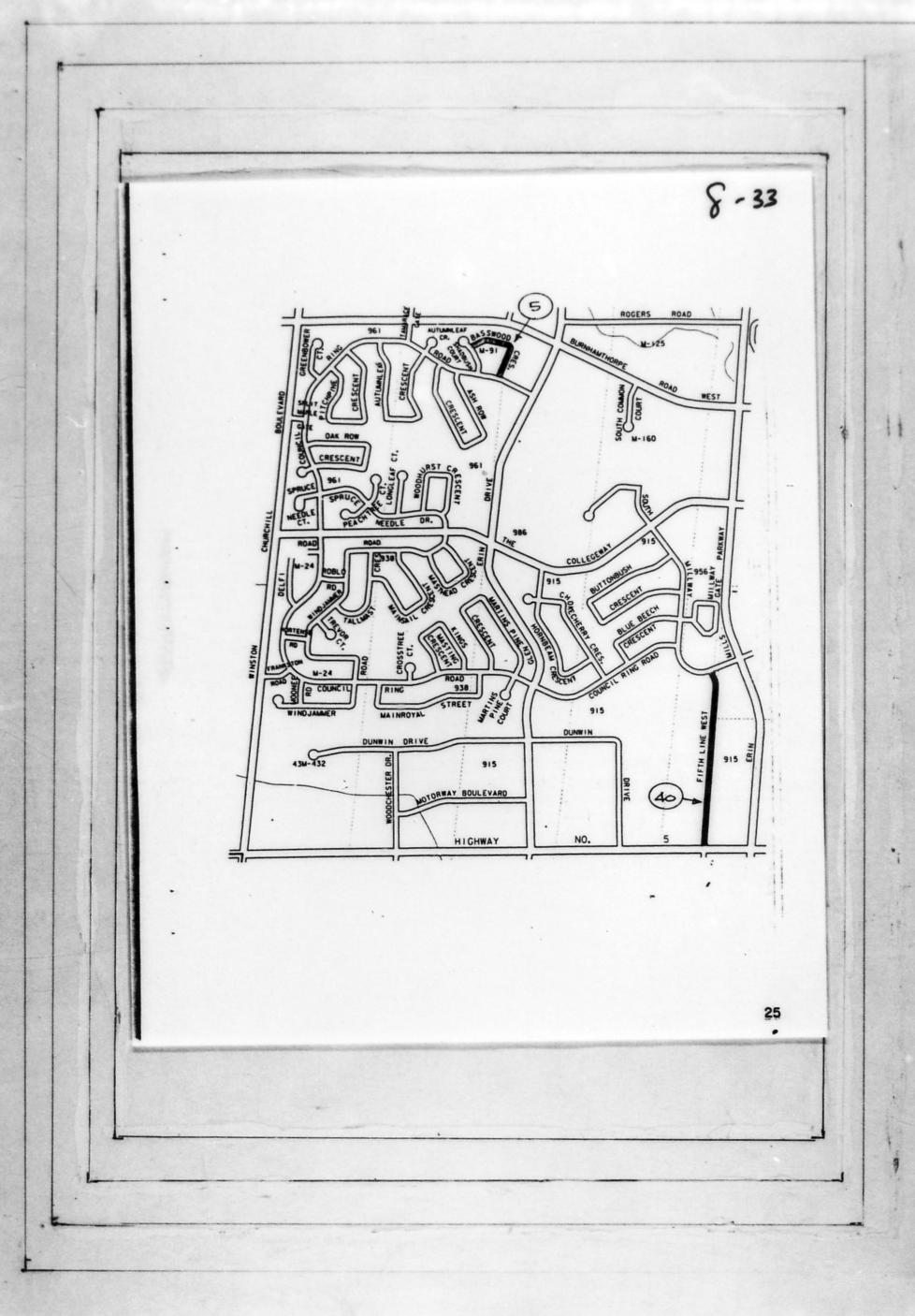




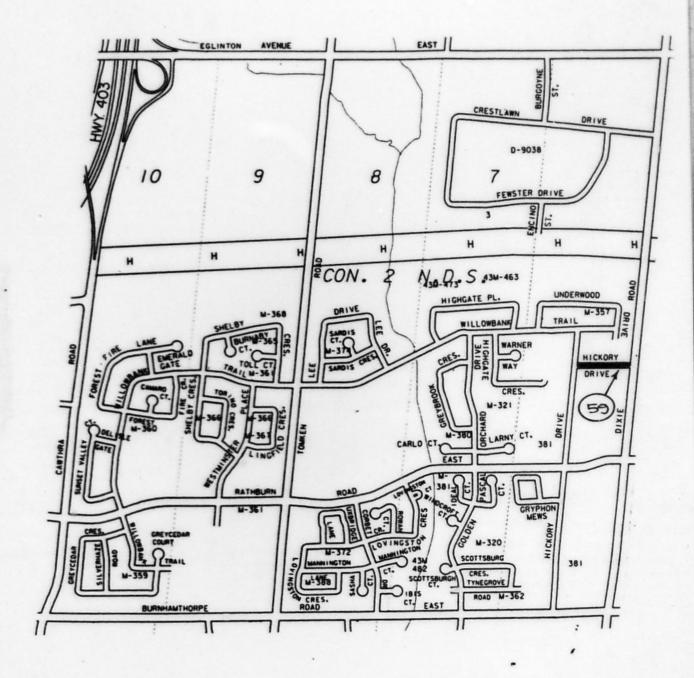
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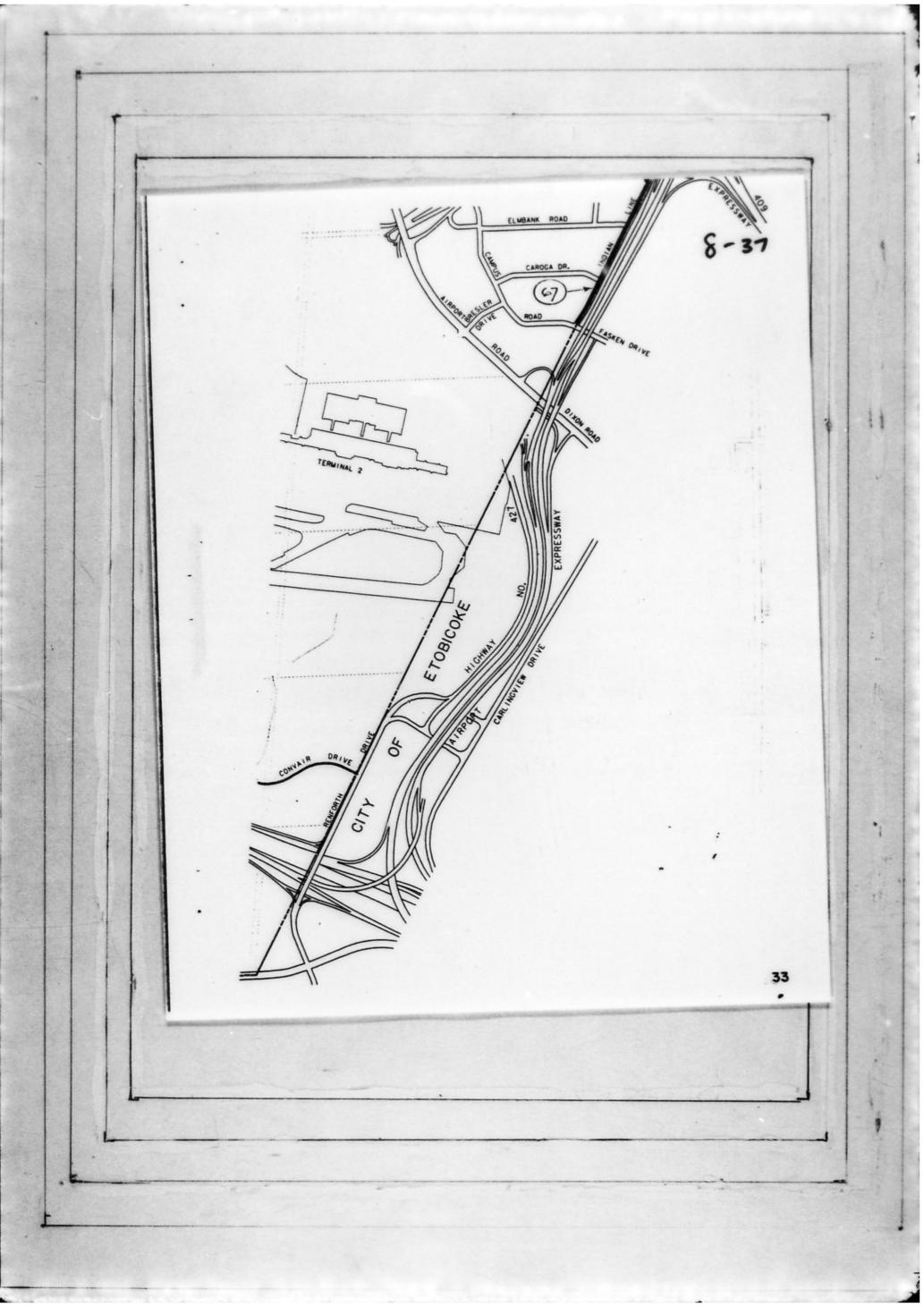
GILLIAN CREEK WOLFEDALE WESTLOCK RD. FORESTWOOD HIGHWAY NO. 7

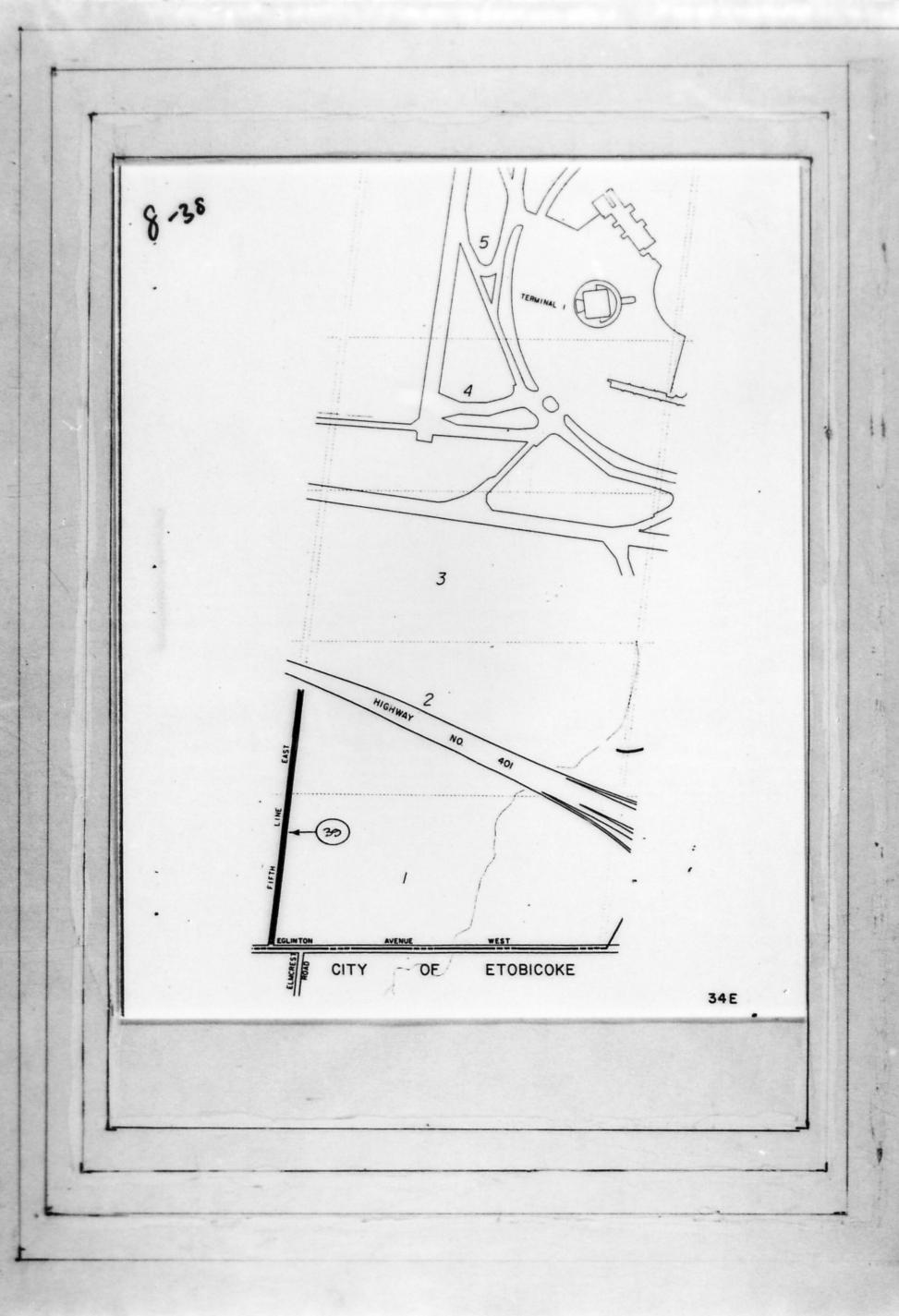


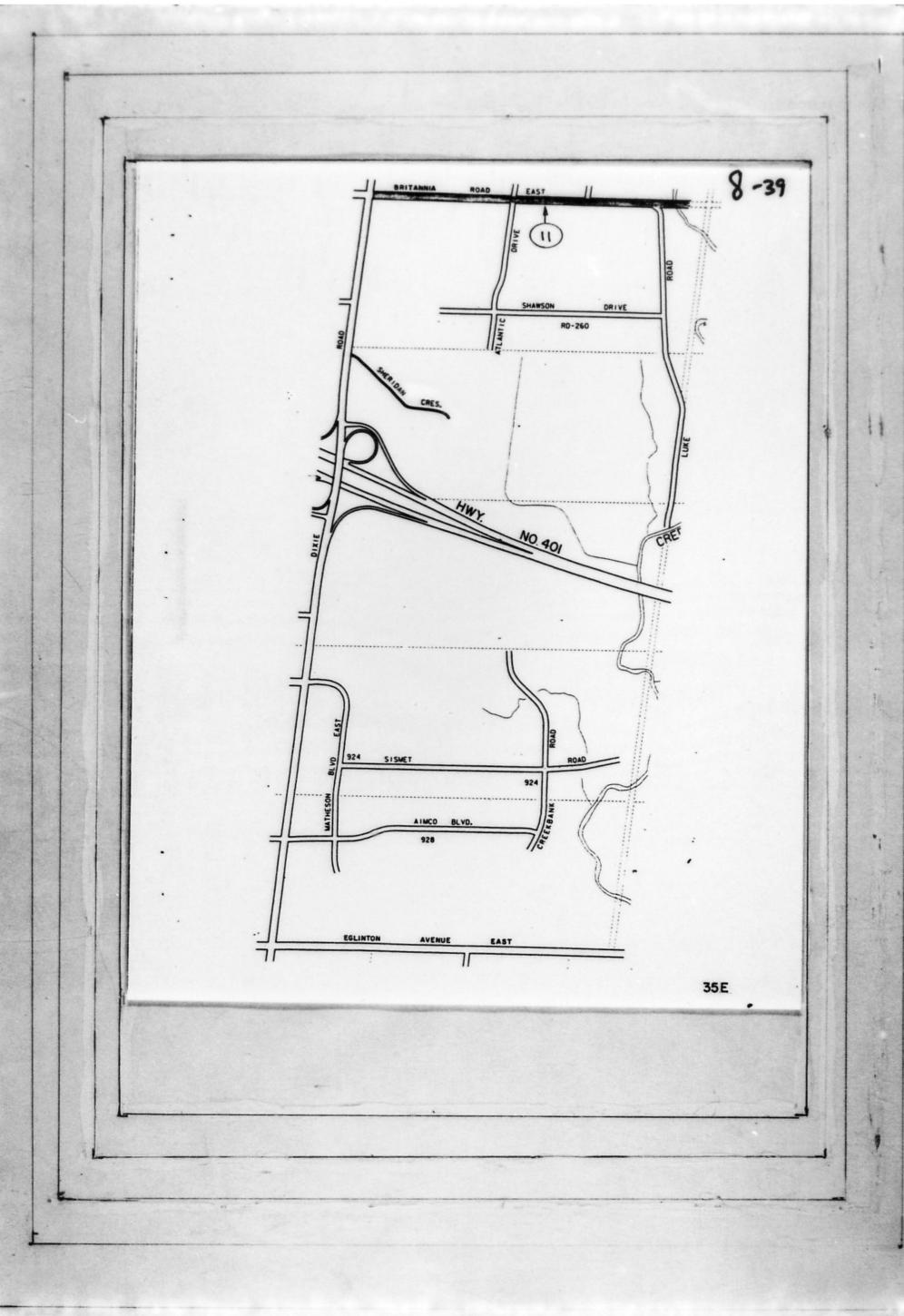


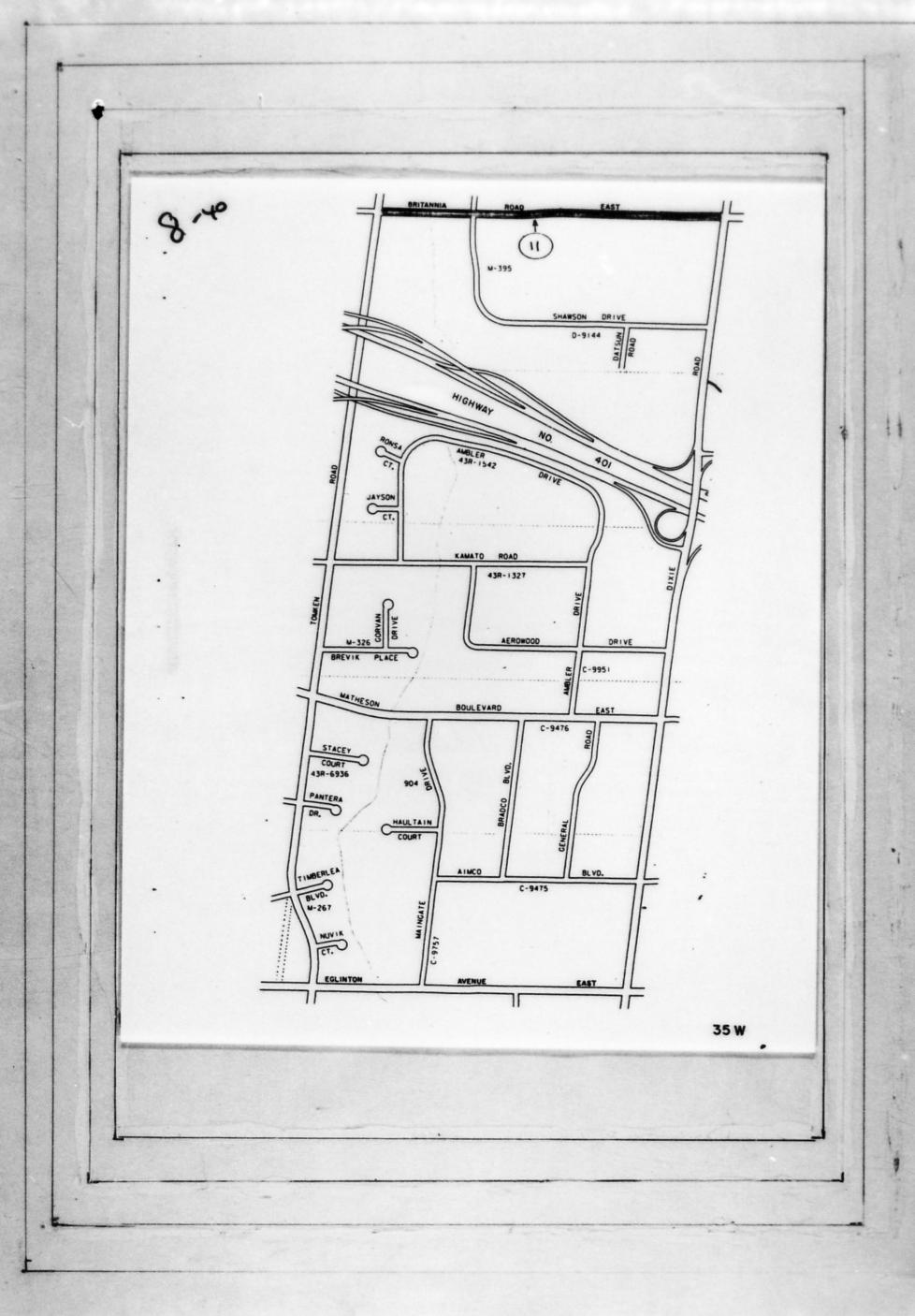


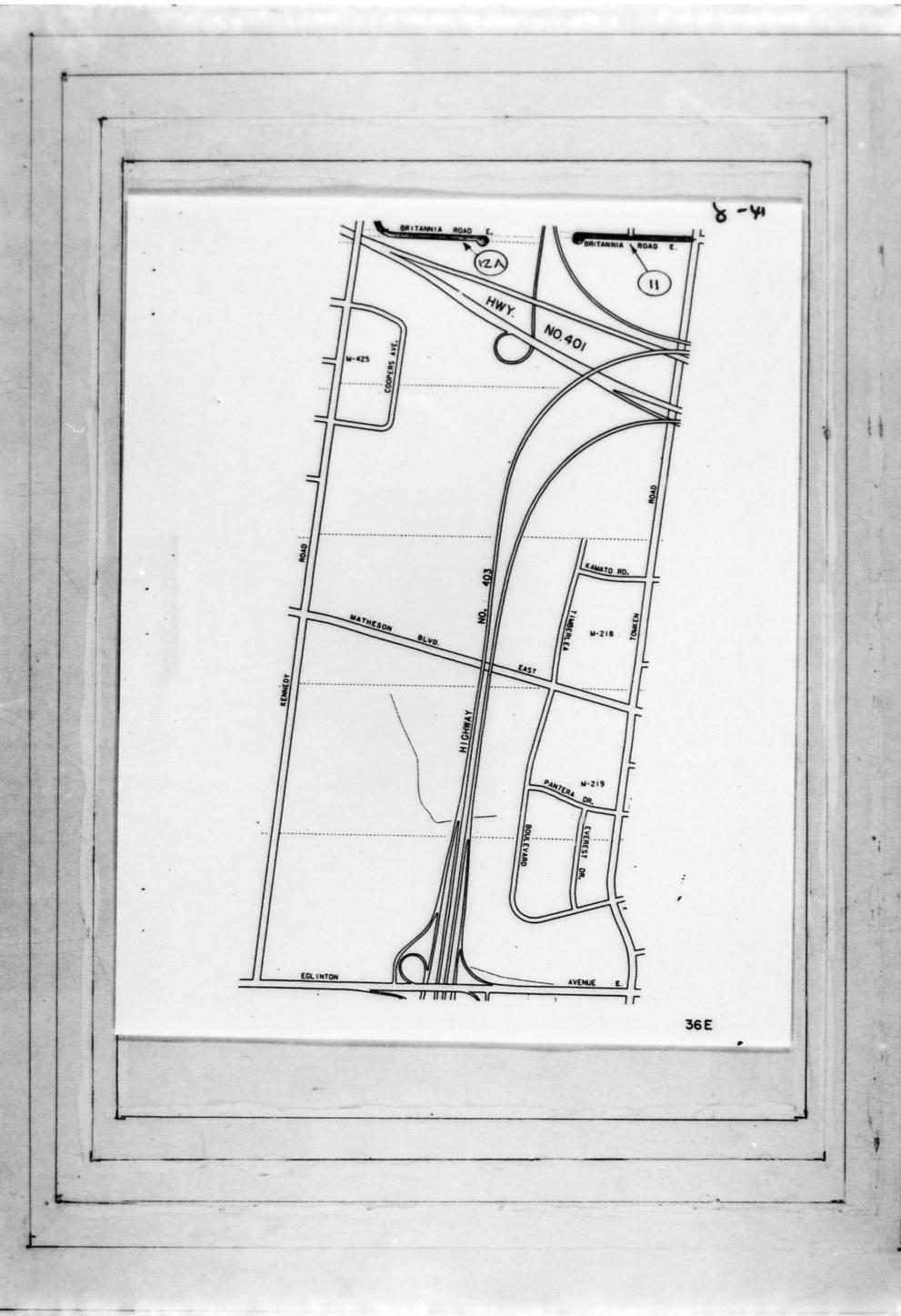
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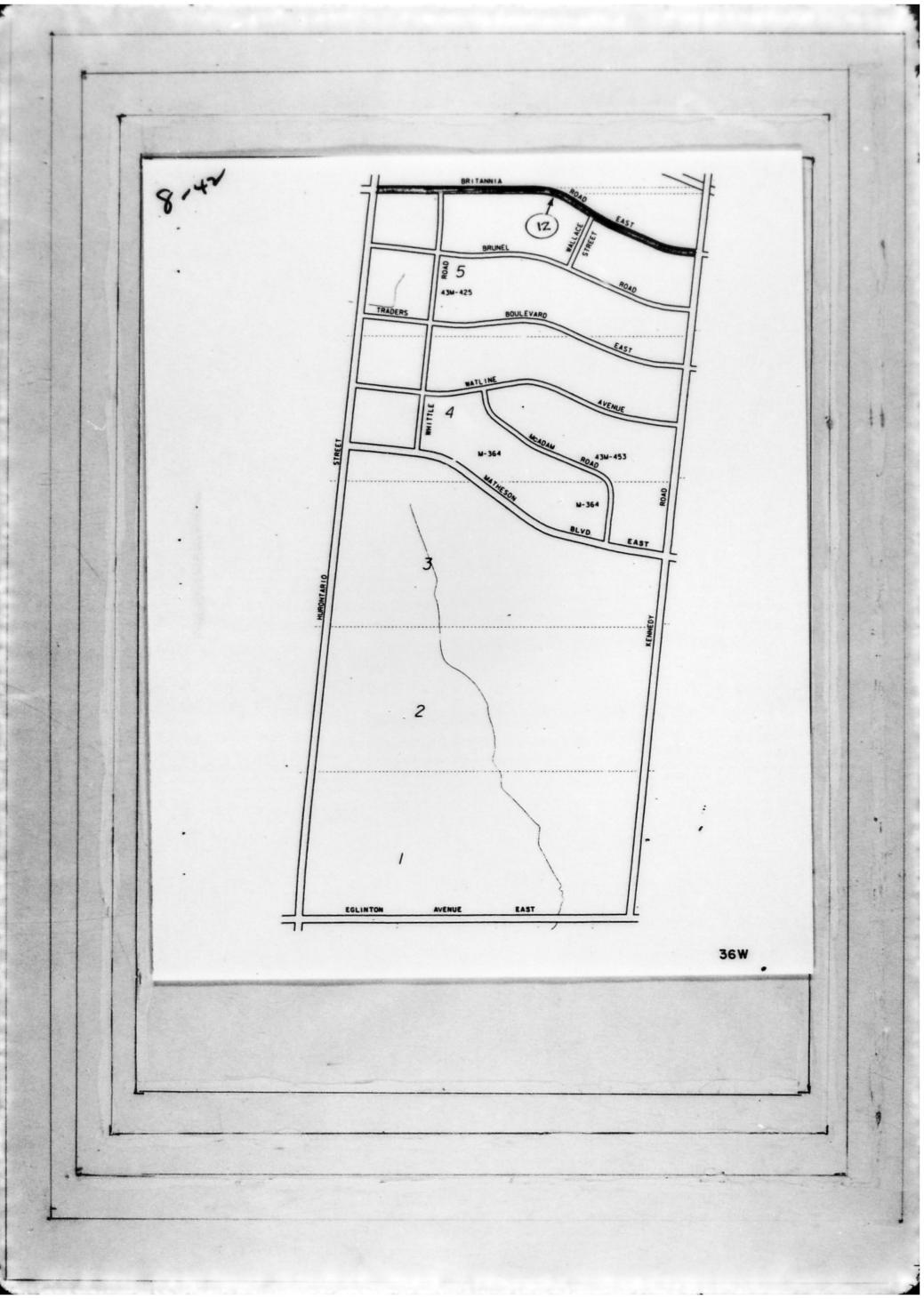


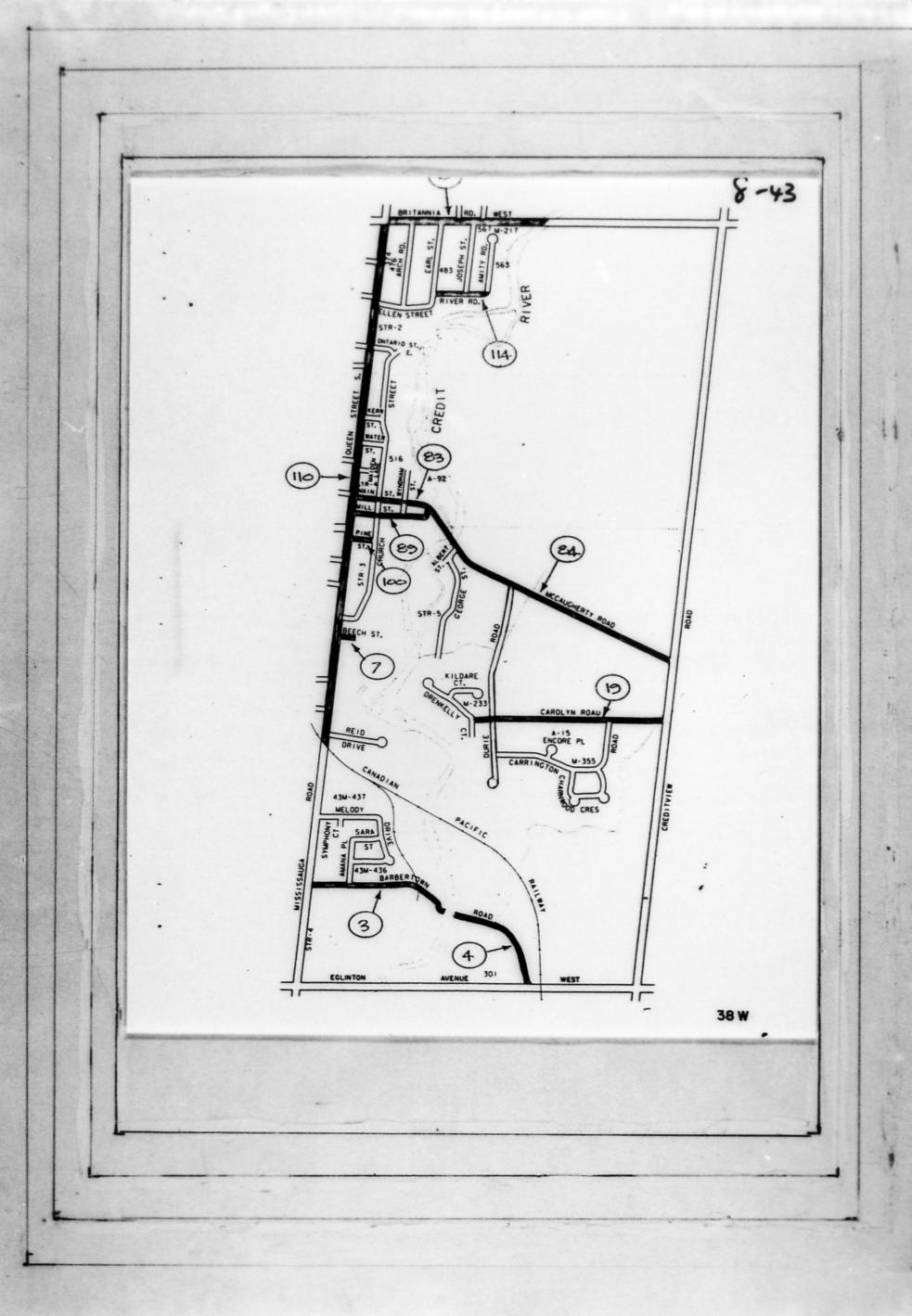


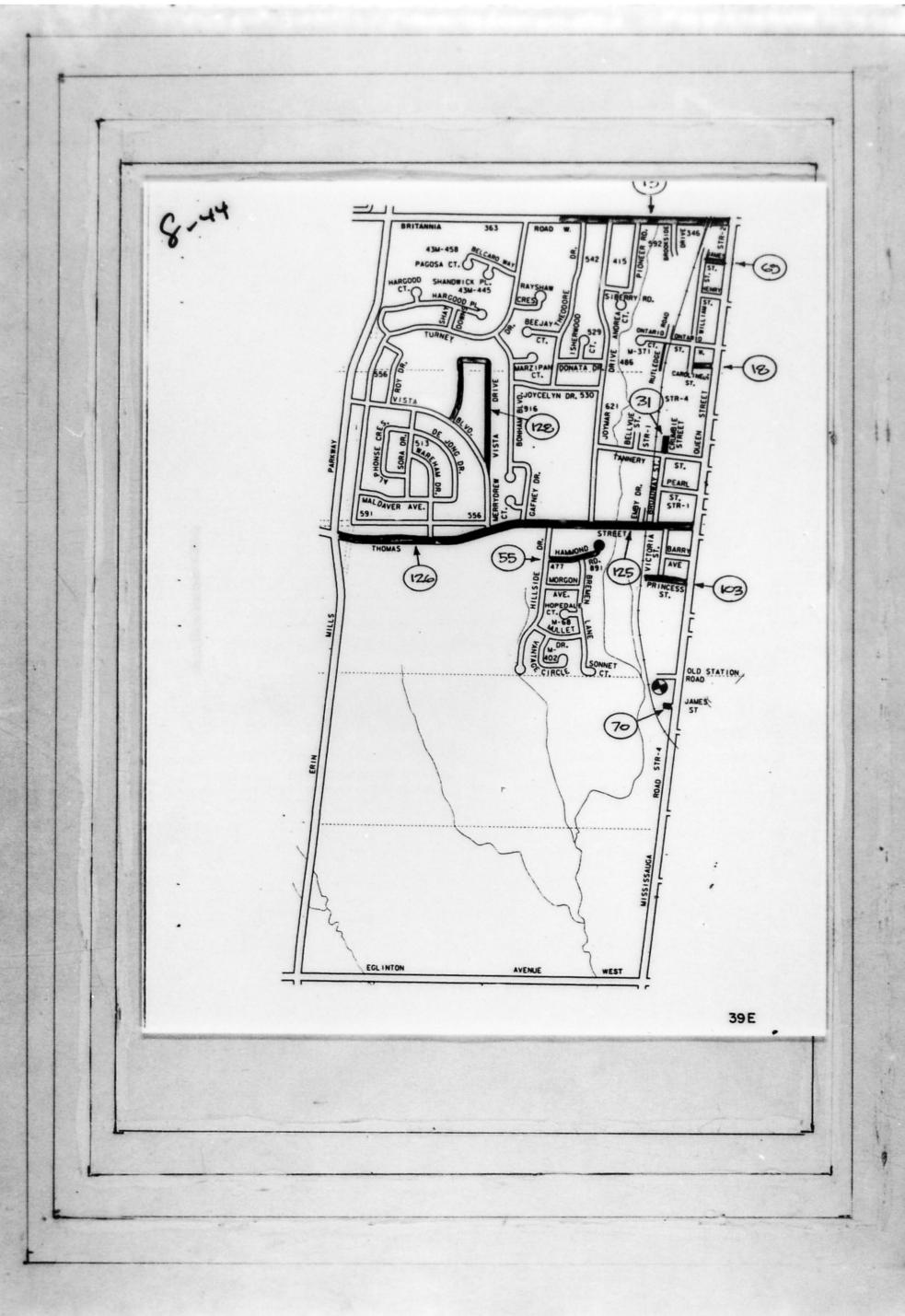


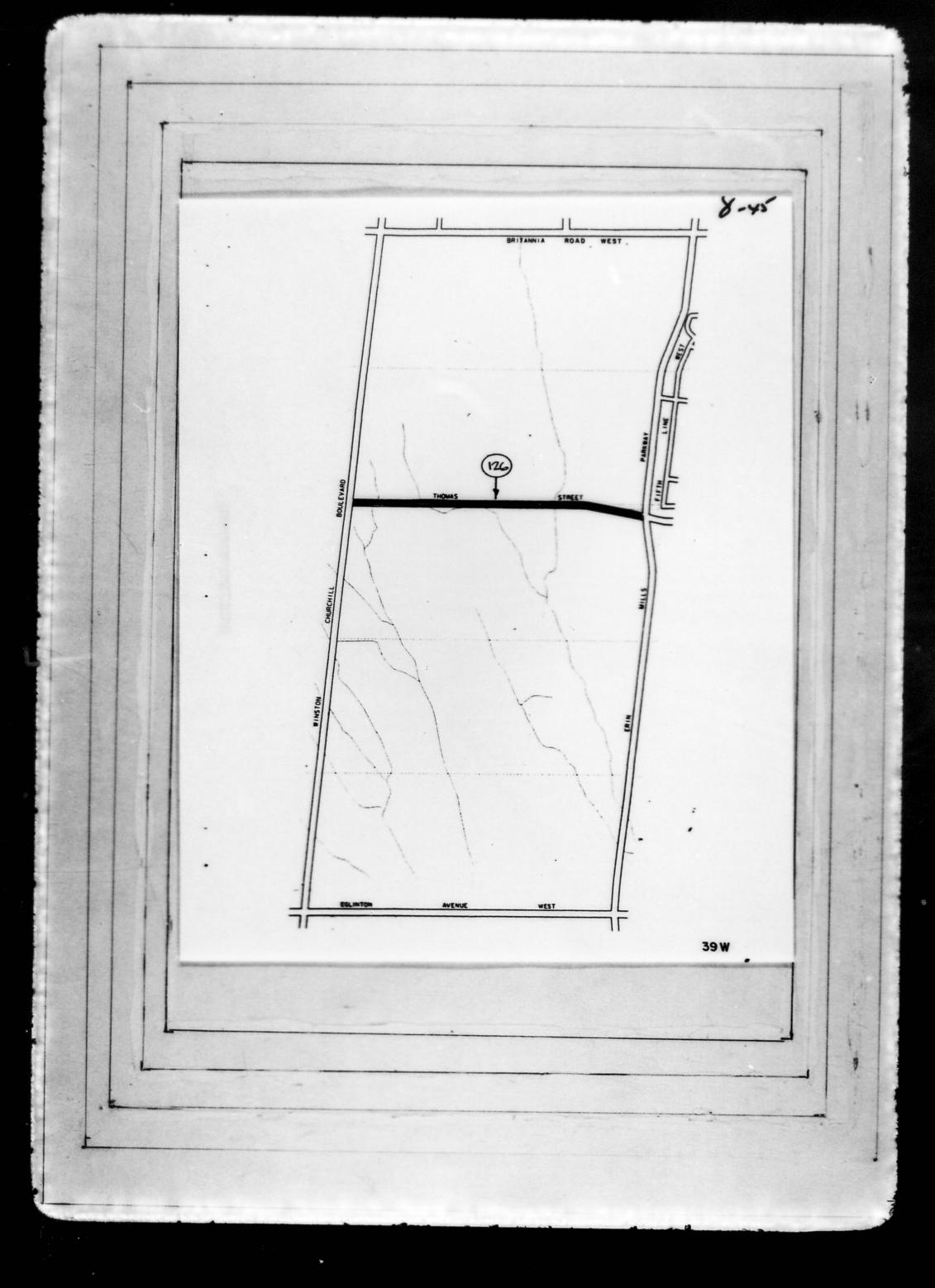


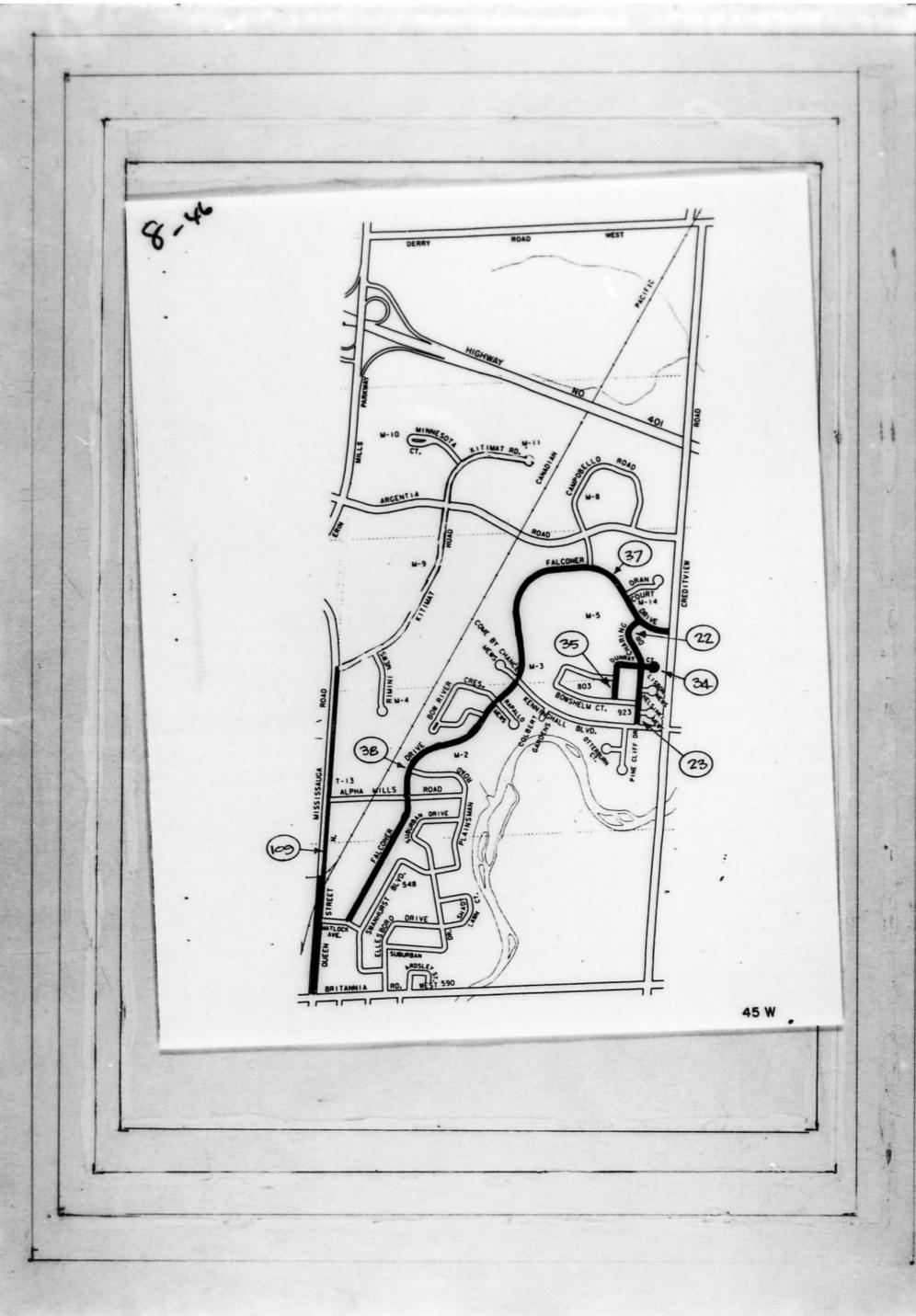


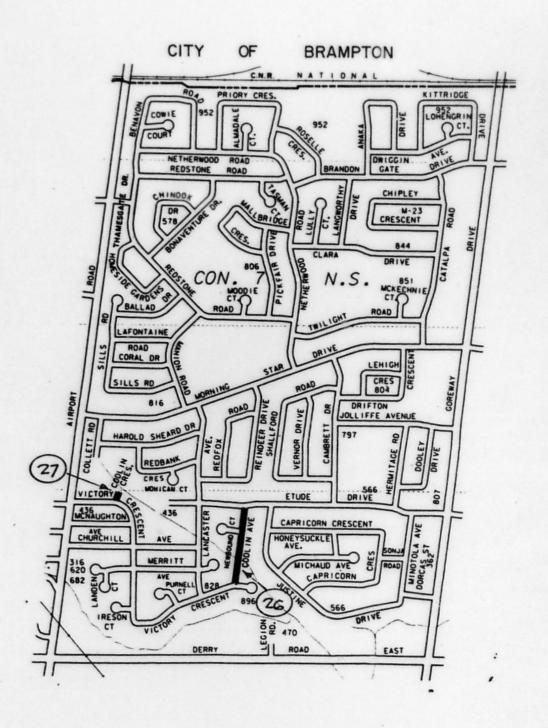






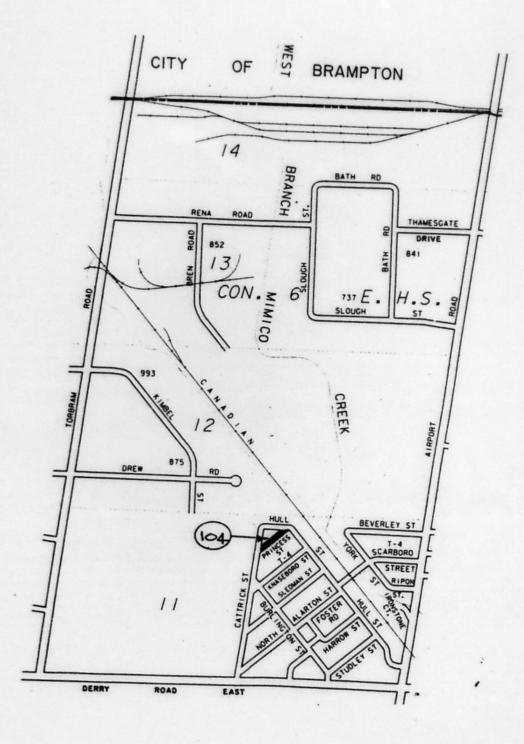




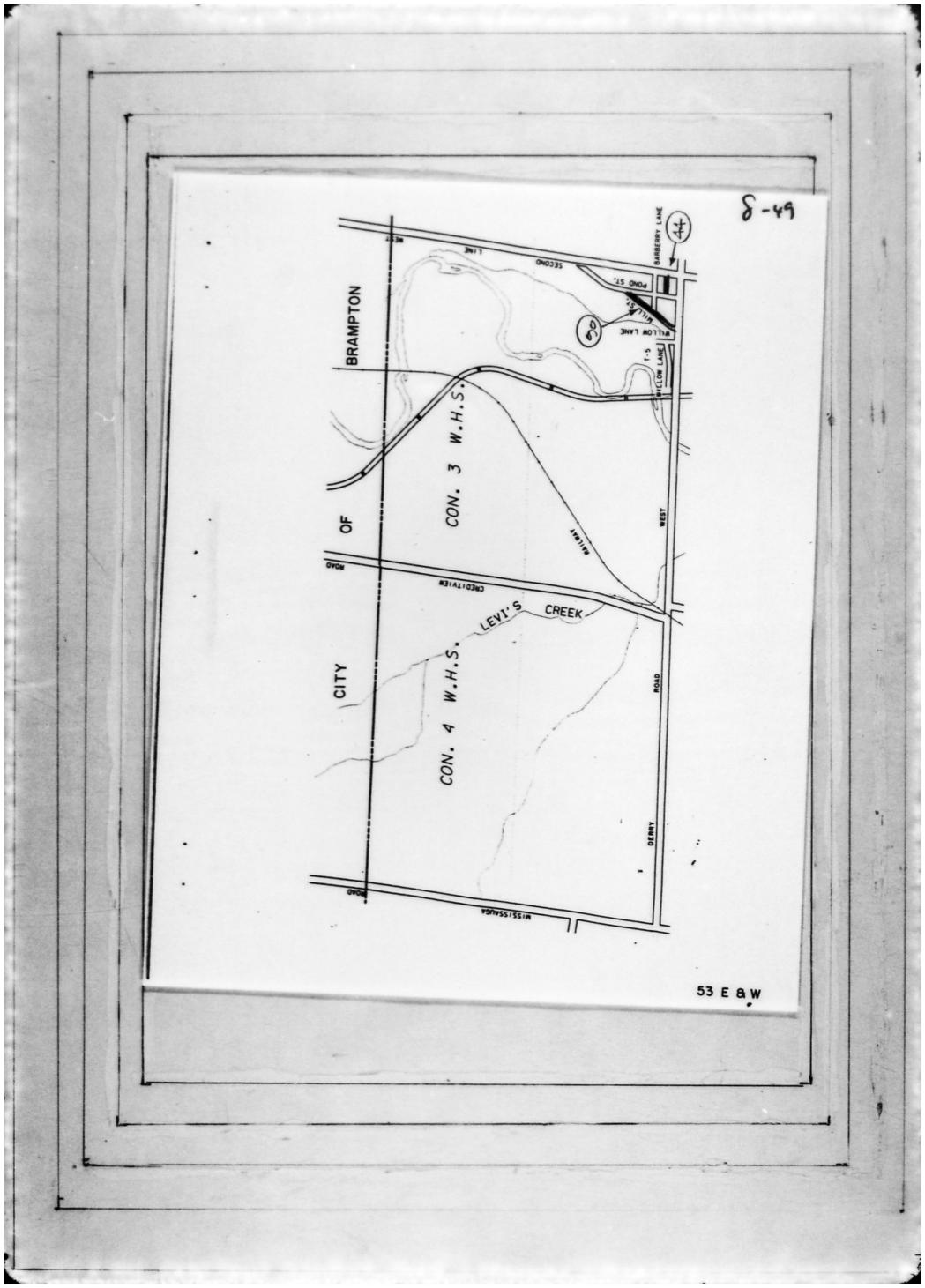


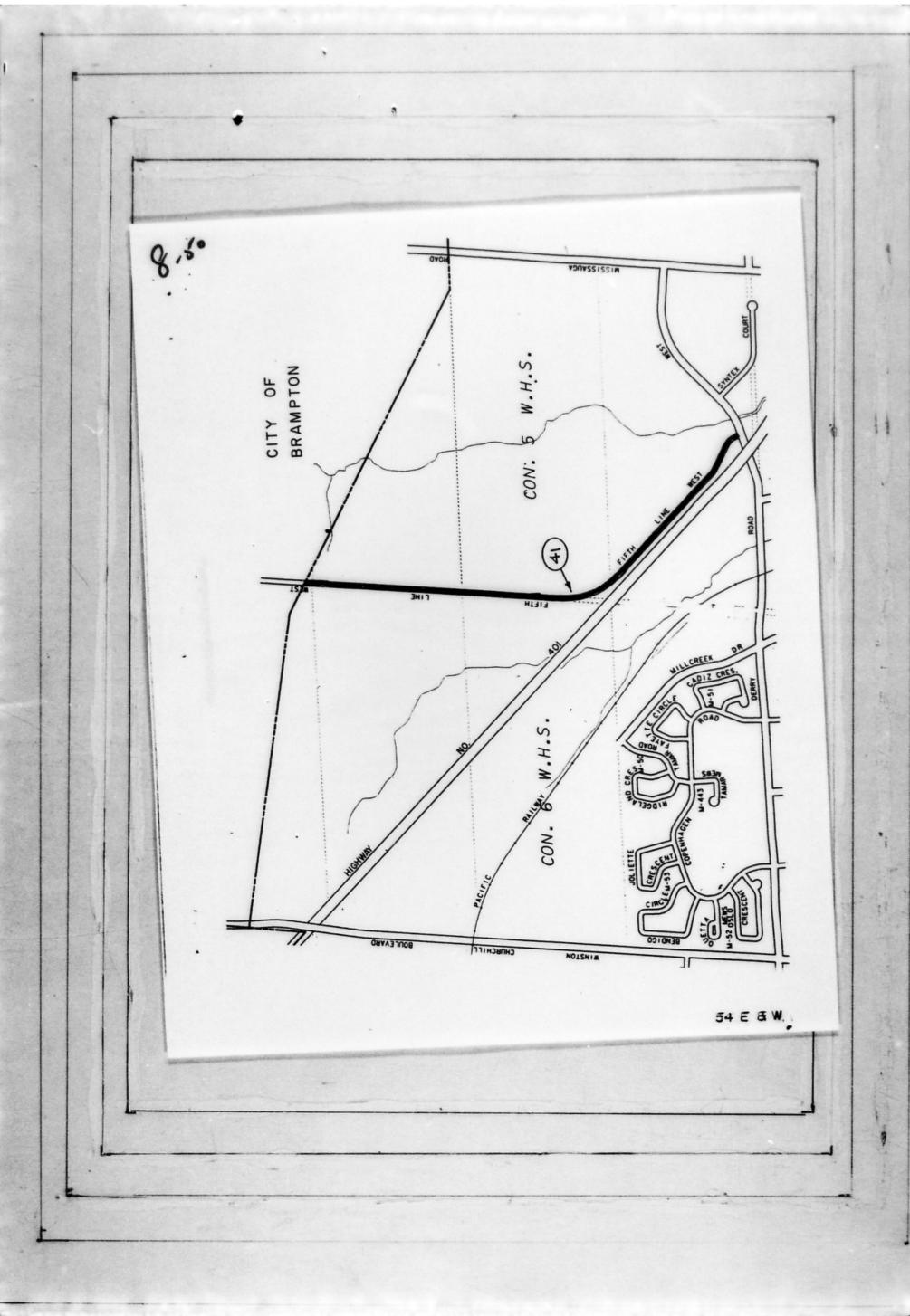
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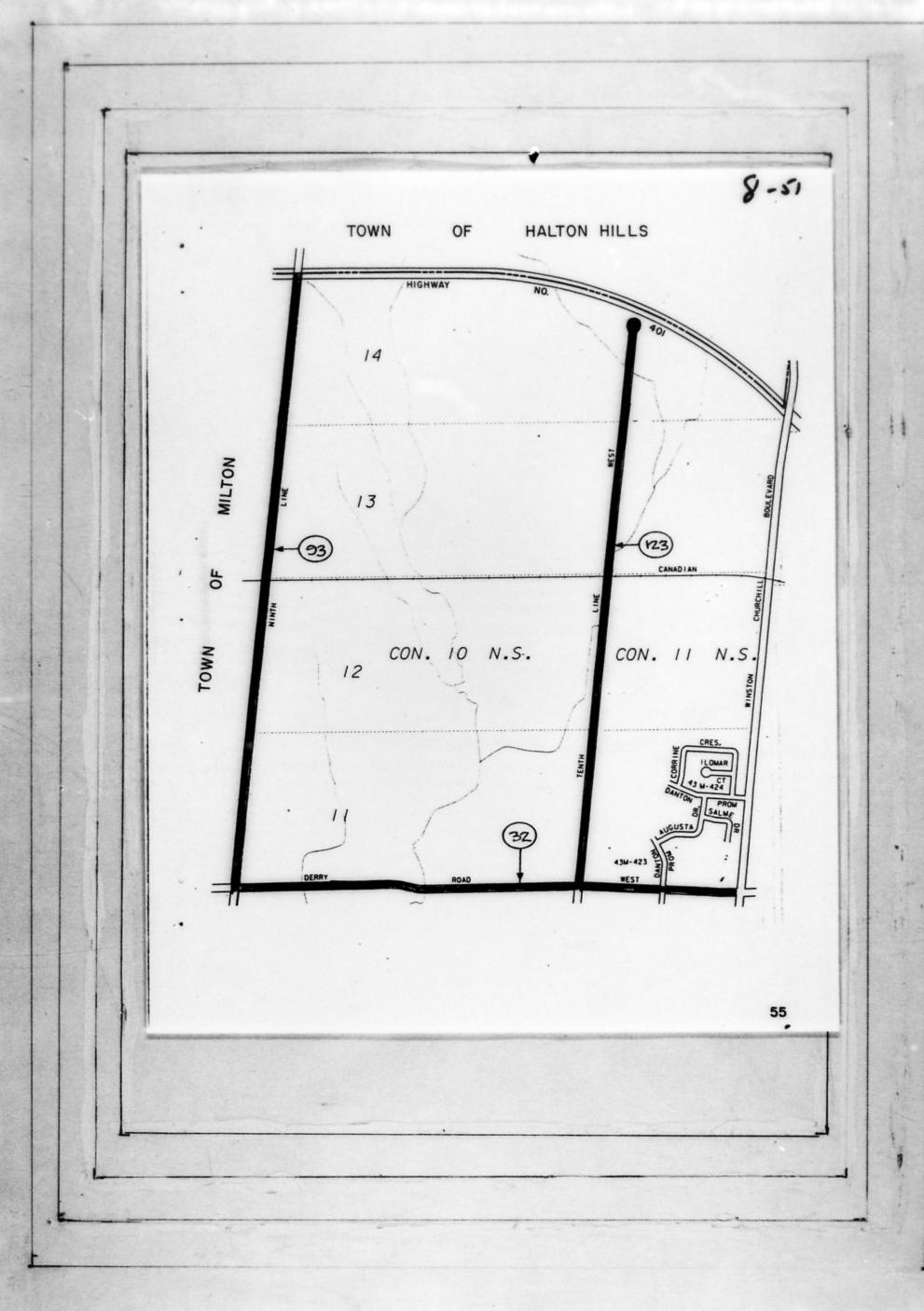
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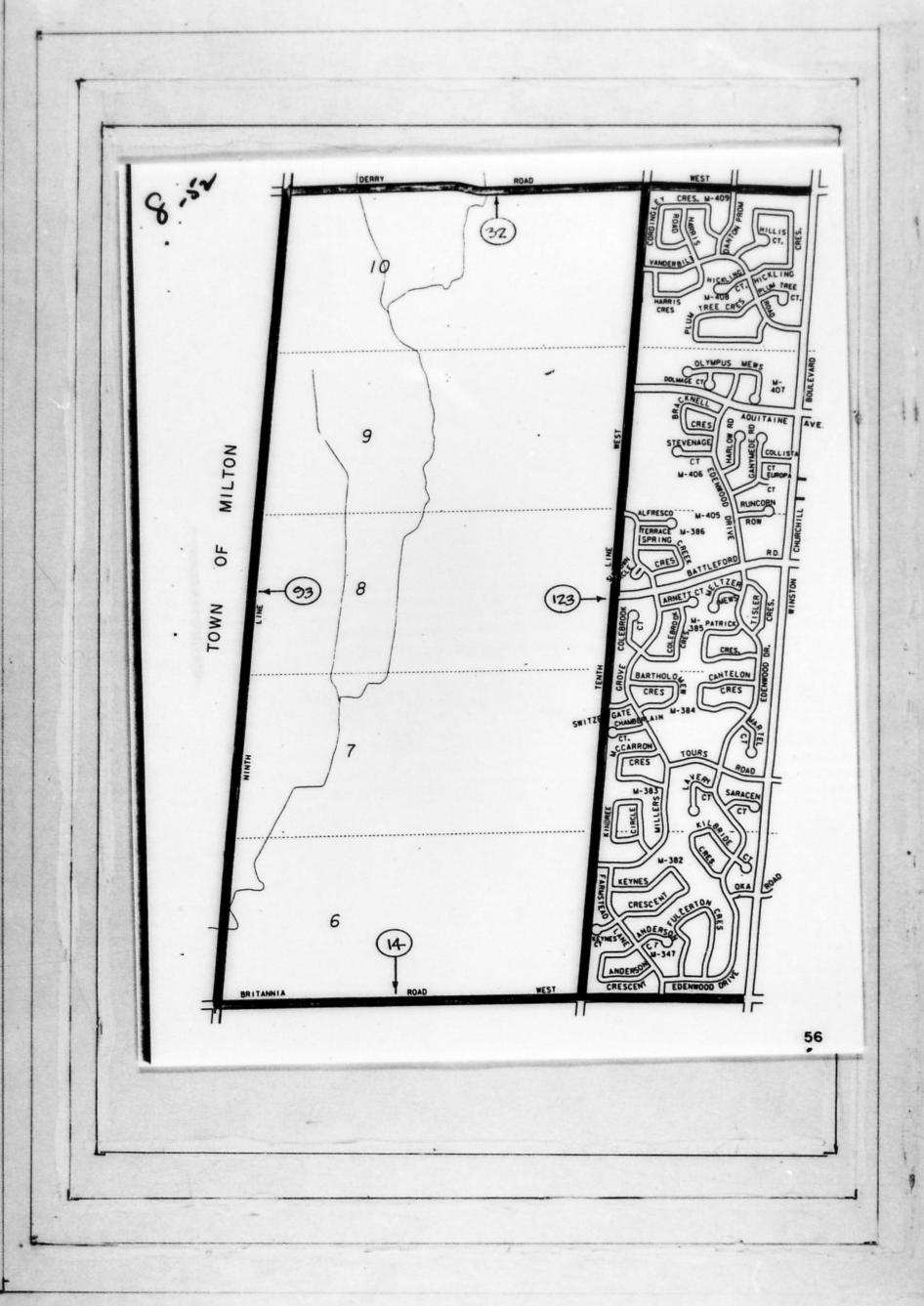


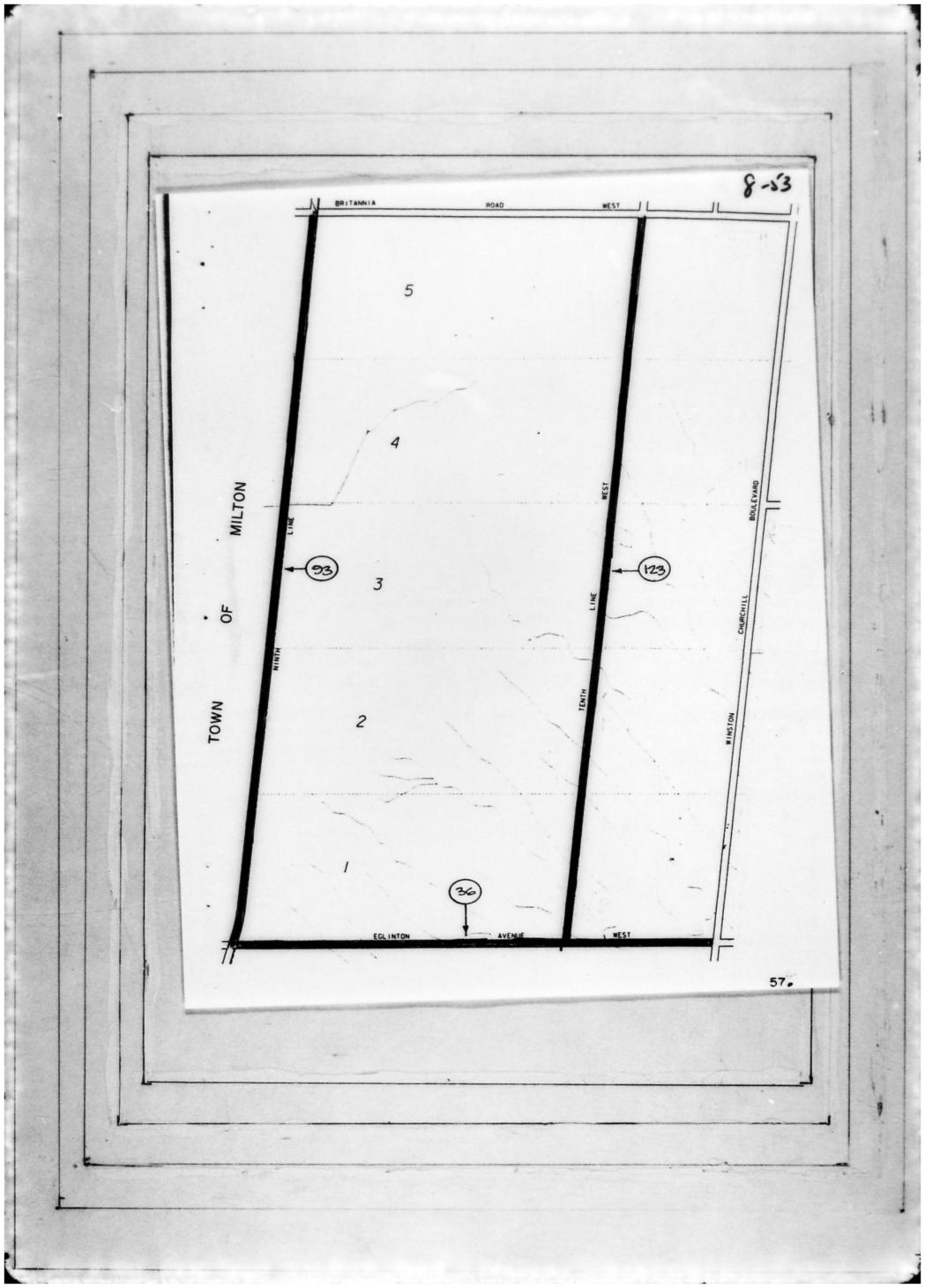
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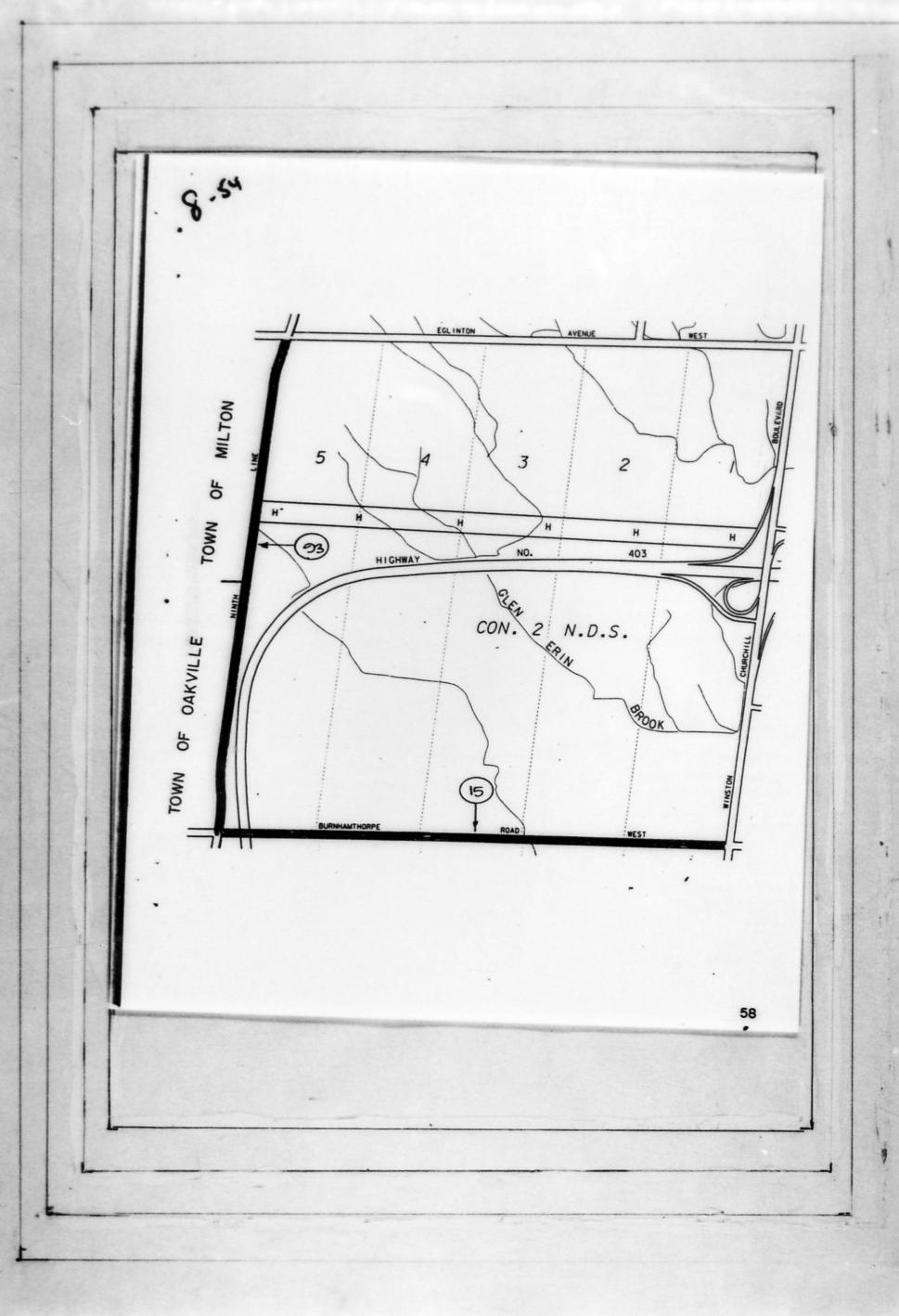














City of Mississauga

MEMORANDUM FILES: 11 141 00039 11 121 00024

Chairman and Members of RECEIVED

William P. Taylor, P Eng.

Public Works Committee TRY No. 6819

Engineering and Works

ADR 2 1984

F-06-01 July 31, 1984

FOUR PEPARTMENT

F. W. DATE AUG 8. 1984

SUBJECT:

Re parking lot on the Bird property on the north side of Burnhamthorpe Road and the Credit River.

ORIGIN:

General

Committee 1983.

COMMENTS:

In 1983 we submitted a report to Public Works Committee with respect to the parking problems created south of Burnhamthorpe Road on Burnbrae Drive and Otis Avenue by the salmon fishermen. In an attempt to find alternative parking area it was recommended by the Public Works Committee that a parking lot be constructed on the former Bird property now owned by the City and under the control of the Recreation and Parks Department.

This will advise Committee that the Commissioner of Recreation and Parks has placed this parking lot in the 1984 budget but has encountered considerable resistance from the adjacent property owners with respect to construction of same. He has, therefore, suggested that the emplacement of a parking lot on the Bird property be deferred at this time until he has completed a Master Plan for the use of the Bird property, including the house, and until the Erindale Park is completed at Dundas Street, which will provide a great deal of parking to accommodate fishermen by the Fall of 1984.

RECOMMENDATION:

That the Ward Councillor be requested to contact people on Burnbrae Drive and Otis Avenue and advise them that additional parking will be available in Erindale Park in the Fall of 1984 to accommodate salmon fishermen, and that additional parking can not be made available on the Bird property until a Master Plan has been prepared with respect to the use of these lands and the building.

William P. Taylor, P. Brog Commissioner.

WPT.mh c.c. E.M.Halliday I.W.Scott

FORM 145



City of Mississauga

10-1

MEMORANDUM FILES: 14 111 00001 11 141 00039

Mayor and Members of W. P. Taylor / L. W. Stewart Public Works Committee Engineering / Legal JUL 2 4 1984 DATE P. W. DATE AUG 8, 1984

FILE No. A DO.02.01

CLERK'S DEPARTMENT

July 23, 1984

SUBJECT:

Preservicing of Plans of Subdivision.

ORIGIN:

Engineering and Works Department and Legal Department.

COMMENTS:

Currently, the City's policy for preservicing indicates that preservicing may be approved once Council has passed the rezoning by-law for the concerned plan of subdivision.

We have noted that this would permit underground servicing to commence, at the developer's risk, prior to the end of the 35 day appeal period for the concerned zoning by-law. Noting this, we find that it would be prudent to defer commencement of preservicing until:

(a) the Clerk's office can certify that the appeal period for the concerned rezoning by-law has ended without objections

OR

(b) the Ontario Municipal Board has granted approval to the rezoning by-law

By implementing this, we feel that the City would be protected from potential claims for delays and possible damages by the developer, contractors, suppliers, etc.

RECOMMENDATION:

That the City's preservicing policy for plans of subdivision be amended to indicate that no preservicing is

(a) the Clerk's office can certify that the appeal period for the concerned rezoning by-law has ended without objections

OR

.../...

FORM 145

RECOMMENDATION:

(cont'd.)

(b) the Ontario Municipal Board has granted approval to the rezoning by-law

L. W. Stewart City Solicitor

cc: E. M. Halliday R. G. B. Edmunds

K. O'Neill

I. W. Scott R. B. Osborne O. P. Terminesi

W. J. Anderson, P.Eng. - Region of Peel

William P. Taylor, Commissioner Engineering and Werks



City of Mississauga

MEMORANDUM

FILES: 13 211 00007 13 211 00010

13 211 00201 11 141 00039

Chairman and Members of

RECEIVED

William P. Taylor, P. Eng.

Public Works Committee

Engineering and Works

AUG 3 1984 F-02-01

COUNTRY No. 6850

140 F060405 August 2, 1984 CLERK'S DEPARTMENT

P. W. DATE AUG 8 1484

SUBJECT:

Rippled pavement on City Streets.

ORIGIN:

Engineering and Works Department - Request for Report 163/82.

COMMENTS:

We have been experimenting with rippled pavement speed bumps, etc. on Mineola Road East, Indian Road and Pinewood Trail. work that has been done to date is very poor and not up to the standard we had hoped to achieve for this type of work.

There is a rippled type pavement which has been used in a nearby City which has, we believe, worked very satisfactorily and has stood up for approximately The principle behind this pavement is to place a series of raised asphalt strips approximately 3"-4" wide on the existing pavement for the width of a traffic lane. be approximately 8-10 in a section. There would to have about 3 of these sections prior to an It is usual intersection in order to slow down vehicles approaching theintersection. It would be our proposal to have this type of work done on the three streets mentioned above - Mineola Road East, Indian Road and Pinewood Trail - in place of the work which has been done to date, as we believe the existing work is entirely unsatisfactory.

RECOMMENDATION:

That rippled pavement be placed on Mineola Road East, Indian Road and Pinewood Trail, as outlined in the report of the Commissioner of Engineering and Works dated August 2, 1984, prior to August 31, 1984, in place of the existing measures which have been employed on these streets.

> William P. Taylor, P Commissioner

WPT.mh c.c. E. M. Halliday

FORM 145

Future thinking' needed to push recycling .

when Ald. Marlene Catterall of the City of Ottawa spoke at the first annual meeting of the 'North American Recycling 84' held in Toronto, she struck a responsive chord in the hearts of most delegates attending the event.

"When I was a kid, recycling wasn't something we thought about and talked about. It was something we did," she said. "It wasn't a question of being 'environmentally conscious,' or concerned about the cost of the landfill or depleting resources. It was a simple question of econom-

Ald. Catterall, who is a director of the Federation of Canadian Municipalities and president of the Association of Municipalities of Ontario, reminded her audience of how it used to be: clothes handed down until they became dusters; 'squirrel' drawers with pieces of string, paper, safety pins, et al; wooden 6-quart fruit baskets; round Quaker Oats cartons; glass jars kept for preserves.

"The economy made us recyclers then," she said, "and it was economics in the Seventies which both created the need for recycling-and still dictates the stop-and-go lurching progress we are engaged in in many municipalities.'

Ald. Catterall said society could afford such 'luxuries' as convenience packaging, including "styrofoam and plastic around every piece of meat we buy . . . the metal beverage cans that litter our waterways and deplete our resources . . . the reams of paper that stream off photocopiers.

'But," she asked, "can we afford

the chemical that washes from a high tech plant and knocks out the bacteriological system of a sewage treatment plant downstream, leaving raw sewage pouring into the Ottawa River? Can we afford the methane

control problem that surfaces years later as a half-million-dollar pumping and venting system from just one of 14 old dump sites in a city? Can we afford to burn our gar-

A good costaccounting by municipalities of current practices urged as a first step

bage with its attendant pollution, community impact, costs of transportation, waste of resources?

"In fact, can we afford to separate, collect, transport, reprocess, reuse and recycle? Can we afford not to?"

The answer, according to Alderman Catterall, is that we do not know in any kind of comprehensive wayalthough we do know that economics drives decisions on start-and-stop recycling programs—as when the price of newsprint drops or there is no market at any price.

More must be learned about the real costs of what is currently being done in waste disposal, she said. An example was the all-in cost of landfilling, the increasing cost of setting aside land for garbage and keeping it out of any other economic use for decades, the cost of collecting and transporting increasing volumes of garbage to ever-more-distant sites.

"It's been very easy not to look at those all-in costs, with regions and in some cases counties disposing of garbage and recouping costs through dumping fees, and the local municipality responsible for collecting and transporting.

"So a good cost-accounting by municipalities of our current practices in waste management is a necessary first step to the realistic assessment of alternatives."

The question of jobs must be examined in any economic analysis of reduction, reuse or recycling, said Catterall. During a tour of Scandinavian cities which were producing energy from waste, she saw an ultramechanized plant in Copenhagen where garbage was automatically

handled from the time it dropped from the trucks until it was ash, she said. "The only jobs in the entire plant were to keep the automatic equipment functioning . . . not one job directly involved in the processing of the garbage from the time it hit the ramp door. Think of it! . . . a few dozen jobs processing all that waste from a metropolitan population of over one million."

Alderman Catterall said 'future thinking' was needed, e.g. what are new uses for old materials? How will production of waste change? And will computer terminals, in fact, make newspapers and written correspondence obsolete? Better predictability of sources of supply, markets and methods is a necessity if recycling is to be a stable, reliable part of waste management, she said.

If an interest in recycling on the part of the public is to be mobilized, she said, it might be a good idea to put collection bins on buses that bring commuters to work areas every day . . . one for cans, one for glass, one for paper. Alderman Catterall wondered, too, if recycling depots at the place of work weren't more sensible than the bin in the kitchen. "Can the recycle sack match the executive briefcase and the squash bag as status symbols?" she asked.

In the matter of objectives, Alderman Catterall said one is the wish by municipalities to reduce the ever-increasing costs of handling garbage. It's like snow removal in that it costs millions and doesn't produce any benefits, she said. "But . . . this is a secondary consideration and cost savings have become a justification for much more important objectives. Increasingly, municipalities have recognized a significant role well beyond the provision of basic services. Increasingly we have accepted the farreaching effects our actions or lack of action have on the environment of our citizens, and our responsibilities in ensuring the wise use of re-

'We have a long way to go'—Caccia

Federal Minister of the Environment Charles Caccia told the recycling conference that each urban dweller in Canada produces more than 525 kg of waste each year which, he said, "makes us more wasteful than everyone except the Americans who produce more than 702 kg each."

What worried the minister was not so much the volume of waste generated in Canada (752 million metric tonnes of industrial, municipal and other garbage every year) but the country's inability to manage its wastes better. Such countries as West Germany, Denmark, The Netherlands and the U.K. "do a much better job of turning waste into resources, either into usable energy or into other products," he said.

To overcome a major barrier to recycling in Canada—the lack of information on available waste—Caccia's department is assembling information on eight major waste streams: paper, glass, ferrous and non-ferrous metals, plastic, waste oil, rubber and hazardous substances.

Each of these streams would be quantified locally, regionally, nationally and internationally, he said.

Caccia was disappointed over the amount of public acceptance of the recycling ethic. "It's a disgrace to notice how few have adopted the national recycling symbol," he said. Environment Canada had planned a number of education and awareness projects, he revealed, "but we would be fooling ourselves if we thought that Canada is ready to accept recycling as an integral part of everyday life . . . we have a long way to go."

To speed up the process his department is studying the feasibility of establishing a national recycling council to focus national attention on the issue. This would identify needs at the national level, zero in on available options and "recommend ways and means of getting rid of the bottlenecks that plague this business," he said.

Along with the council, Caccia said, he proposed the establishment of task forces to bring together all the key players in the five regions of Canada. He hoped that the task forces would provide a catalyst for action and a forum for the co-operation essential "if we are to get recycling truly off the ground in this country."

Environment Canada would publish later this year a 'recycling road map,' said Caccia. This would list where and how to 'plug in' to government services. Yet the problem is not with the public, he said, since polls indicate that Canadians want a clean environment and will participate in recycling activities.

Answers must be found to such basic questions as: how to put the market forces behind recycling; how to design and develop systems for each commodity how to place an effective transportation policy.

"Recycling has to rely on systems that involve the public and that allow the operator to make a profit," Caccia said. "That is the key." His hope was that the proposed regional task forces would help design and develop such systems, he said.

The barriers to waste recycling

In a recent study of waste reduction opportunities conducted for the Ontario Waste Management Corporation, there were four major conclusions according to Dr. Donald Chant, chairman of OWMC. These were:

(1) Most large industries in Ontario are already managing significant waste abatement, reduction, reuse and recycling programs. "These companies have in-house expertise, a lot larger waste streams and available capital," said Dr. Chant. "Understandably, this is a cost-saving program for these companies. A number of companies in the metal parts industry in particular have purchased filtration systems to recover oil for reuse from oily water emulsions."

(2) There's a well established recycling industry in Ontario for solvents, waste oils, oily water and pickling acids. Estimates are that more than 10% is recycled.

(3) Some small and medium-sized plants have waste problems and would welcome help in establishing procedures for solving these problems. (4) OWMC has been encouraged to assume the role of a catalyst by distributing information, assisting wherever appropriate to solve processing problems, helping in the exchange of waste, and examining those factors that seem to be preventing more reduction, reuse and recycling

Some of the barriers to increasing waste recycling, according to Dr. Chant, are:

- costs of implementing and operating waste reduction and recycling systems can be high and beyond the reach of many small businesses;
- information on reduction, reuse and recycling is difficult to obtain, according to many industry representatives;
- uncertainty about regulations.
 There's a feeling that there has been inequitable regulatory enforcement across municipal boundaries, in particular in Ontario.
- many operators cite a lack of readily available technical service to

assist in training staff, researching and developing alternative processes;

• there may be tax disincentives that are inadvertently discouraging more recycling. For example, the tax on virgin oil is lower than the tax on recycled oil. "That, to me, just doesn't make any sense at all, from an energy conservation as well as a waste management point of view," said Dr. Chant.

OWMC has recently taken two steps as a result of studies conducted over the past two years, according to Dr. Chant. It has appointed a manager of waste reduction to develop and implement specific and practical programs "in close consultation with waste generators and with the recycling industry." OWMC has also established the Ontario Waste Exchange Program as a joint project with the Ontario Research Foundation which will manage the project. This will identify opportunities for more reuse, exchange or recycling of industrial wastes, Dr. Chant said.

Halifax sets landfill trend in Nova Scotia

by R.C. MacKenzie



Back of transfer station showing one 75 cubic yard compactor trailer

Some days you have no choice but to take things on faith. Like believing the Solid Waste Transfer Station in Halifax overlooks the harbor even though you cannot find the station or the harbor, thanks to a pea soup fog.

But the damp conditions served a useful purpose in reminding one that this area of Canada is second only to the British Columbia coast in the amount of liquid sunshine it receives. And that leads us to the reasons why Halifax uses a transfer station.

Near where the transfer station now stands, a harborside dump once existed which continually oozed its

contents into the water. For a few years an incinerator operated next door but it, too, is gone.

Partly due to the pressures of a growing city in search of land for housing and commercial developments and partly because a good deal of the area is exposed bedrock, wastes produced in the city are no longer buried there. Instead they are hauled gional Landfill because that's where the nearest available site is that can accommodate wastes from a quarter million people without leachates threatening a water course.

To reduce the costs of hauling

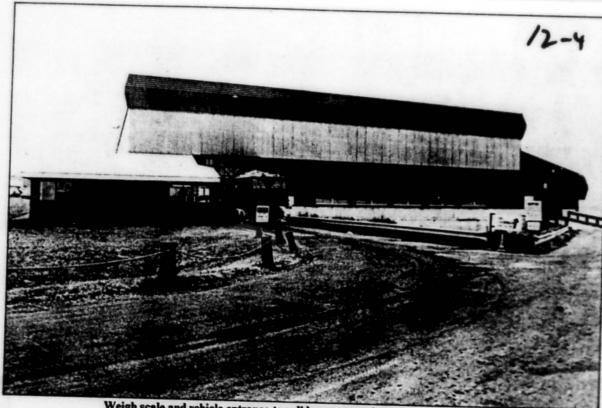
wastes the equivalent of a 40 mile round trip, a \$1.3 million transfer station was built in 1975 adjacent to the city's incinerator. In March 1983 the incinerator was dismantled.

The station and the regional landfill are operated by the Halifax-Dartmouth-County of Halifax Metropolitan Authority, Metro for short. Wastes from Halifax, Dartmouth 20 miles to the Highway 101 Re- and some areas of the county pass through the station enroute to the landfill but garbage generated, in places closer to the landfill is hauled there directly.

The 22,000 square foot station is built on two levels. Garbage trucks

22

CIVIC PUBLIC WORKS



Weigh scale and vehicle entrance to solid waste transfer station on upper level

and individuals who bring in the odd truck load or so enter on the upper level and pass over a weigh scale. Loads are dumped into a large receiving pit wherein lives a tracked dozer that spends its days pushing wastes from the pit into the receiving hoppers of three Heil stationary compacts. Each compactor can scrunch 1,000 cubic yards of refuse per hour by ramming the stuff into 75 cubic yard compactor trailers.

"We can handle 800 tons per day," said Rene MacEachern, Metro's Manager of Solid Waste Management Systems, "but we're averaging closer to 700. On some days, though, we put through 1,200 tons and we seem to be handling 2% more per year. For the first half of 1983, we were up 5% over 1982 so it's hard to believe the recession is affecting waste production."

Everything that is dumped at the station as well as at the landfill is weighed so MacEachern knows they handled 296,000 tons at both places in 1982 for a total cost of \$2.37 million or about \$8.00 per ton. Costs to operate the transfer station and haulage to the landfill are thought to be about 36 of the total system cost.

Thirteen compactor trailers make

the run from transfer station to landfill. Another trailer is permanently parked at the landfill, outside the weigh scale area. A portion of one side of the trailer has been cut away to allow people to discard wastes inside the trailer rather than drive to the active area of the landfill. This keeps public usage of the landfill to a minimum and means on-site roads need not be well maintained.

However, people who bring in bulky wastes like tree stumps or junk cars are permitted to take them to the active area.

On Saturdays a total of three trailers are parked at the landfill to handle the influx of rural wastes. In fact, all three are usually filled and ready to be hauled into the landfill by noon hour.

The landfill is open five days a week plus Saturday morning whereas the transfer station is open seven days a week. From Monday to Friday, the station's open hours are 7 a.m. to 10 p.m. On Saturdays it's 8 to 8 and on Sundays 12 to 8.

The two operations are manned by a staff of 29 plus three management personnel. Seven are employed at the landfill while the transfer operation includes 10 truck drivers and 12 people at the station itself. "We operate the station with only one shift," said MacEachern. "Our guys start at 7 a.m. and they go until we're finished. One of them comes in at 2 p.m. and stays until 10 to clean up the station and make sure people aren't scavenging."

Transfer trailer drivers stop hauling wastes to the landfill at 4 p.m. Garbage trucks usually don't arrive at the station after 5 p.m., making the extended evening hours a convenience primarily for the public. MacEachern's philosophy about waste management is instructive, particularly as it release to the

particularly as it relates to those decision makers who would rather do nothing about garbage in hopes it will take care of itself.

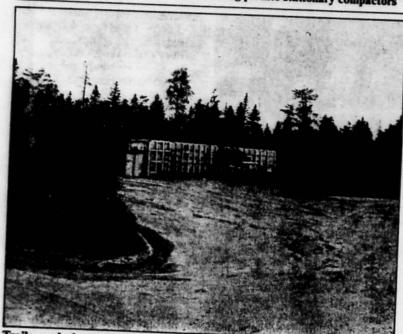
"When anybody comes through the station—and we get lots of people in here at nights and on weekends, whole families—I like to stress the point with them that this is an industry we're running. People shouldn't be scared of it or shy away from it. We contribute \$2.4 million a year to the economy, most of it in goods and services."

"But people have a bad opinion of garbage. They feel this place must be crawling with rats and yet they see for themselves that's not true."

"I think the public opposition we



Tracked loader pushes wastes from receiving pit into stationary compactors



Trailer parked at regional landfill allows people to discard wastes there rather than going to active area of landfill

had when we tried to establish the landfill served a useful purpose because everyone's trying now to do a good job. But people whose vocabulary is limited to the word "no" are doing a great disservice to the entire environmental protection field. When they say "no" to progress we're unable to know who's generating what wastes or where they are

going. When they say "yes" we can watch it and control it."

MacEachern knows negative attitudes may soon be evident again because the present landfill has perhaps four years of lifetime left in it.

Presently some filled areas are 60 feet deep and have been producing leachate for the past two years. Consultants have been retained to design

a leachate treatment system. Until one is put into operation, leachate is being withdrawn from a holding pond and recirculated through the landfill.

End plans have not been developed for the 350 acre site. Metro is responsible for placing about three feet of cover soil over the landfilled area and seeding it with grass but so far no one knows that will happen after that.

One long term option for waste handling may be energy generation from refuse.

A study funded by the Nova Scotia Department of Mines and Energy and conducted by H.J. Porter and Associates Ltd. looked at areas of the province generating at least 50 tons per day of waste and possessing customers for the steam that could be generated. The report found that refuse fired energy plants could be economically viable in Pictou County, Kings County and the Halifax-Dartmouth area although without some form of subsidy they might operate at a loss for the first four or five years.

The Porter report recommended that so-called "energy parks," where steam users could be grouped around refuse fired energy plants, be considered whenever industrial parks are being planned.

It was noted that a two to five year lead time is necessary to get an energy-from-waste plant up and running. For it to be viable, steam customers are needed whose year round requirements for steam exceed the capability of the refuse fired energy plant to produce it.

Although waste generation in the Halifax area is said to be about 500 tons per day, the Porter study was unable to identify a single steam user large enough to use the output from a 500 ton per day plant.

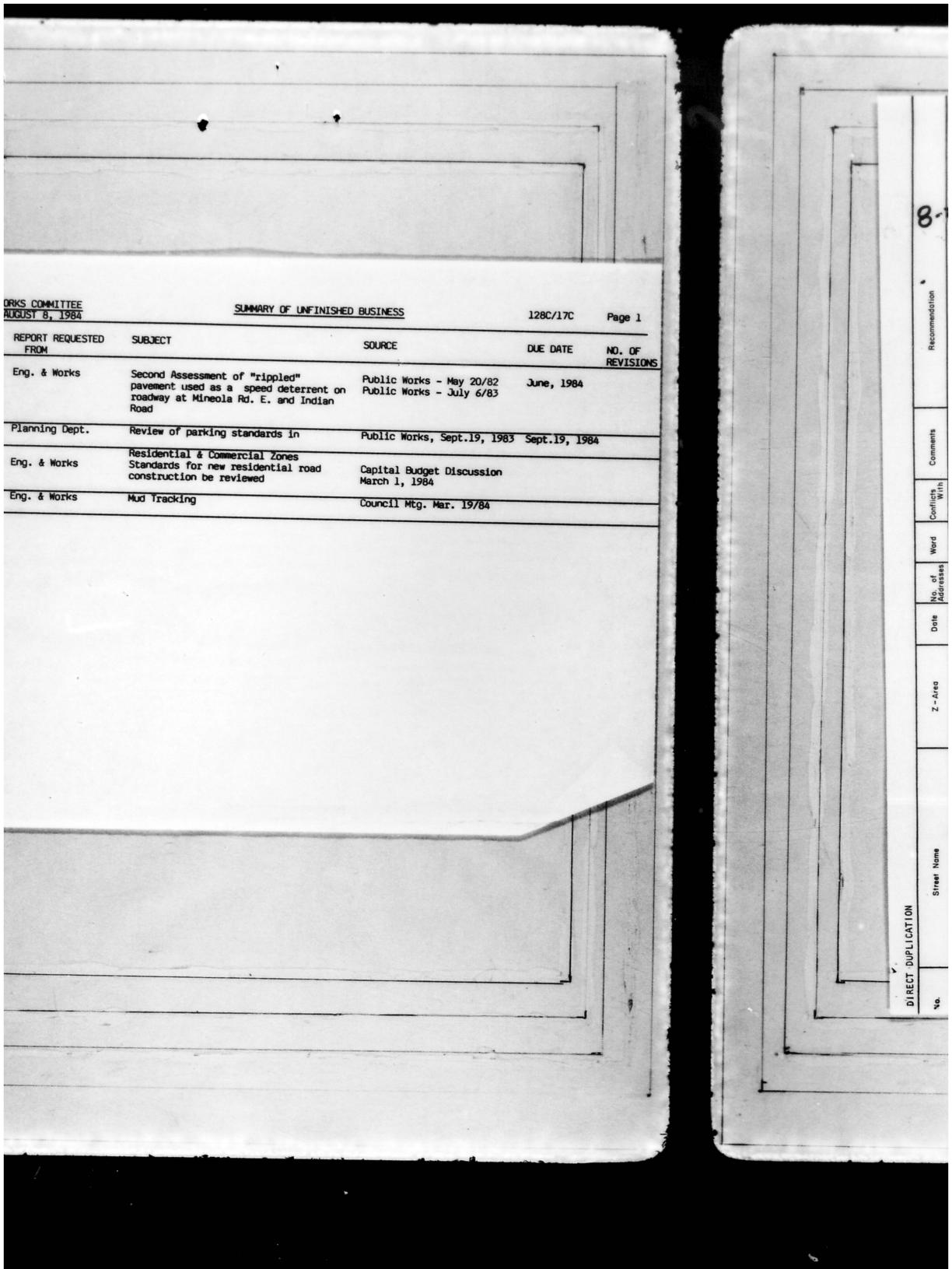
In the meantime, the Nova Scotia Department of the Environment has assisted municipalities in establishing 12 regional landfills, three of which use some form of incineration.

Through the department's Solid Waste Management Study Program, 50% of the cost of feasibility studies is advanced by the provincial government and the remainder is turned over to the municipalities if a facility is built on the basis of the study's recommendations.

Studies are underway for others, which points to the fact that more Nova Scotians are seeing the importance of saying "yes" to waste management proposals.

June 1984

1	PUBLIC WO	ORKS COMMITTEE AUGUST 8, 1984	SUMMARY OF UNFINISHED	BUSINESS	128C/17C	Page 1
	REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF
	163-82 RECEIVED	Eng. & Works	Second Assessment of "rippled" pavement used as a speed deterrent on roadway at Mineola Rd. E. and Indian Road	Public Works - May 20/82 Public Works - July 6/83	June, 1984	REVISI
	205-83	Planning Dept.	Review of parking standards in	Public Works, Sept.19, 1983	Sept.19, 1984	
	59-84	Eng. & Works	Residential & Commercial Zones Standards for new residential road construction be reviewed	Capital Budget Discussion March 1, 1984		
	69-84	Eng. & Works	Mud Tracking	Council Mtg. Mar. 19/84		



Rename To New Name Review Feasibility of Closure, Disposal or Renaming To New Name Leave As Is Review Feasibility of Closure, Disposal or Renaming To New Name Rename Either 103 or 104 To New Name Rename Either 103 or 104 To New Name Rename Either 54 or 55 To New Name Rename Either 54 or 55 To New Name 8. Rename To Veronica Drive Recommendation Rename To New Name Page 1 Leave As Is Leave As Is Leave As 1s NO. OF REVISIONS Comments 1984 Conflicts With 42,43 114 113 104 103 55 54 70 69 90 77 74 89 Word 9 9 6 2 6 9 9 6 9 6 No. of Addresses 15 0 32 'n 1 = 0 94 3 30 1856 1855 1943 1953 1958 1856 1921 1856 1856 1856 1856 1953 1921 Z-Area 38W 39E 39E 39E 49E 38W 53E 39E 9 9 17 Street Name Princess Street Princess Street Street Hammond Road Hammond Road James Street First Street First Street James Street Mill Street Mill Street River Road River Road DIRECT DUPLICATION First 114 103 104 113 96 0/ 89 54 55 69 77 43 77 00

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9	Street Name	Z-Area	Date	No. of Addresses	Word	Conflicts	Comments	Recommendation *
87	Meadow Wood Lane	3	•	8	2	88		Rename To New Name (Private Road)
88	Meadow Wood Road	3	1946	80	2	87		As Is
93	Ninth Line	55-59	1806	84	8.9	76	Note 'B'	100
46	Ninth Street	9	1923	9	-	8		As Is
99	Pine Avenue	80	1922	8	-	100		As
00	Pine Street	38W	1856	21	6	99		100
105	Queen Street East	7	1846	12	-	109,110		Leave As Is
106	Queen Street East	8	1846	49	-	109,108		Rename To New Name
107	Queen Street West	8	1913	. 42	-	105,106		To New Name
108	Queen Street West	8,9	1951	42	1.2	105,106		As Is
109	Queen Street North	45W	1856	76		105,106		Rename To Mississauga Road
011	Queen Street South	38W	1856	465		105,106		
123	Tenth Line	55-57	1819	82	0	124		ig to Occur In (
124	Tenth Street	9	1923	15	-	123		ls
130	Wesley Avenue	80	1944	11	-	131		Leave As Is
131	Wesley Crescent	8	1944	6	-	130		Rename To New Name
		3						
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	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts	Comments	Recommendation
	Basswood Crescent	25	1975	50	8	6		Leave As Is
	Reach Street	-	1926	9	-	7	•	
, _	Beech Street	38W	1856	0	6.	9		Review Feasibility of Closure, Disposal or Renaming To New Name
	Brasswood Road	6	1967	3	2	5		'Rename To New Name
	Caroline Street	39E	1856	3	6	19		Rename To New Name
	Carolyn Road	38W	1836	30	6	-81		Leave As Is
	Crombie Road	10	1956	-	2	31		Rename To New Name
	Crumbie Street	39E ·	1856	3	6	30		Leave As Is
	Harborn Road	. 15	1920	. 23	9	58		
	Harborn Trail	15	1920	11	9	58		
	Harbour Street	ω	1961	0	-	56,57		Review Feasibility of Closure, Disposal or Renaming To New Name
	Hollyrood Avenue	7	1925	18	-	49		
	Hollywood Blvd.	2	1950	0	2	63		Review Feasibility of Closure, Disposal or Renaming To New Name
	Juanita Court	21	1971	32	4	129		Rename To New Name
127	Vesta Drive	8	1943	21	-	128		Rename To New Name
128	Vista Drive	39E	1954	20	6	127		Leave As Is
129	Wanita Road	7	1921	19	-	74		Leave As Is
134	Woodland Avenue	80	1943	16	-	135		Rename To New Name
135	Woodlawn Avenue	7	1912	25	-	134		Leave As Is
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SC	DISCONTINUOUS STREET							8
	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts	Comments	Recommendation
	Autumn Breeze Drive	15	1962	10	9	2		Rename To New Name
	Autumn Breeze Drive	15	1977	15	9	-		Leave As Is
	Barbertown Road	384	1879	4	6	4		Rename Either 3 or 4 To New Name
	Barbertown Road	384	1879	4	6	3		Rename Either 3 or 4 To New Name
	Britannia Roed East	35E-36E		382	5	12,12A		Rename To New Name
	Britannia Road East	36W		17	5	11,12A		Leave As Is
	Britannia Road East	36E		-	5	11,12		Rename To New Name
1	Cedar Creek Drive	20	1925	49	3	12		Leave As Is
T	Cedar Creek Drive	20		4.	3	20		Rename To New Name (Private Road)
	Fifth Line West	18,25	1843	88	8,9	17		Leave As Is
	Fifth Line West	54E	1819	2	6	017		Renaming Currently Under Review
1	First Street	9	1921	13	-	643		Leave As Is '
	First Street	9	1921	4	-	42		Rename To New Name
	Fowler Drive	17	1968	330	9	94		Leave As Is
	Fowler Drive	18	1953	21	9	54		Rename To New Name
	Goldenridge Road	12	1971	15	7	64		Leave As Is
	Goldenridge Road	12 '	1971	0	7	84		Rename To New Name
	Gordon Drive	15	1920	13	9	15		Rename To New Name
	Gordon Drive	15	1920	19	9	20		Leave As Is
	Haines Road	13,20	1914	47	3,7	53		Leave As Is
	Haines Road	13.	1953	0	7	52		Review Feasibility of Closure, Disposal or Renaming To New Name
_	High Street East	8	1846	340	-	16,62		Rename To High Street West

High Street West 8 1835 11 1 60.62 Rename To New Name Re	Tager Singer							
Heat 8	Street Name	Z-Area	Date	No. of Addresses	Ward		-	
Lane 21 1958 1 60 61 Rename To New Name	High Street West	80	1835	=	-	60.62		
Lane	High Street West	80	1825	-		70,00	vename to New Name	
Lane	Littlejohn Lane		CCOL	07	-	19,09	Rename To New Name	
Leave As is Leave As is East 3 1971 2 4 79 Leave As is East 3 1971 0 2 81 Review Feasibility of Closure, Disposal or Rename To Mane Morth 8 1846 616 1 96 Rename To Mane South 8 1835 28 1 95 Rename To New Mane South 8 1835 23 1 97 Rename To New Mane Fest 8 1846 54 1 102 Rename To New Mane Fest 8 1846 54 1 102 Rename To New Mane Fest 8 1846 64 1 106 Leave As is Mest 8 1846 64 1 106 Leave As is Fest 8 1846 64 1 106 Leave As is Fest 8 1846 64 1 106 Rename To New Name <	Littlejohn Lane	17	1958	-	4	80	Rename To New Name	
East 3 1921 9 2 82 Leave As Is East 7,8 1846 616 1 96 Rename To Park Street Vest North 8 1835 34 1 95 Rename To New Name South 8 1835 23 1 96 Rename To New Name South 8 1846 54 1 10 Rename To New Name Sest 8 1846 54 1 10 Rename To New Name East 7 1846 64 1 106 Leave As Is Mest 8 1936 64 1 105 Rename To New Name Mest 8 1946 64 1 106 Leave As Is Mest 8 1946 64 1 105 Rename To New Name Mest 8 1946 64 1 106 Leave As Is In 106 6 112 Renam	Lushes Avenue	21	1971	2	4	79	Leave As is	
East 3 1971 0 2 81 Review Feasibility of Closure, Disposal or New Name Most 8 1846 616 1 960 Rename To New Name Morth 8 1835 34 1 95 Rename To New Name South 8 1835 23 1 95 Rename To New Name Fest 8 1846 54 1 102 Rename To New Name East 8 1846 64 1 105 Rename To New Name East 8 1946 64 1 105 Rename To New Name Mest 8 1946 64 1 105 Rename To New Name Mest 8 1946 64 1 105 Rename To New Name Mest 8 1951 42 1 106 Leave As 1s 17 186 26 112 Renaming Currently Under Review 17 1960 115 Renam	Lushes Avenue	3	1921	6	2	82	Leave As Is	
West 8 1846 616 1 961 Rename To Park Street West Morth 8 1835 28 1 95 Rename To New Name South 8 1835 28 1 92 Leave As Is East 8 1846 54 1 102 Rename To New Name East 8 1846 12 1 102 Rename To New Name East 8 1846 64 1 105 Rename To New Name Mest 8 1913 42 1 105 Rename To New Name Mest 8 1913 42 1 105 Rename To New Name Mest 8 1913 42 1 105 Rename To New Name Mest 8 1951 43 1,2 107 Leave As Is 17 1960 80 6 116 Renaming Currently Under Review 17 1960 115 Rename To New	Park Street East	e .	1971	0	2	81	f Closure,	Disposal or
North 8 1835 34 1 95 Rename To New Name South 8 1835 23 1 97 Rename To New Name est 8 1846 54 1 102 Rename To New Name East 7 1846 12 1 105 Rename To New Name East 8 1846 64 1 106 Leave As 1s Mest 8 1913 42 1 105 Rename To New Name Mest 8 1951 42 1 105 Rename To New Name 1 17 18 1966 261 6 112 Renaming Currently Under Review 1 17 1960 80 6 116 Leave As 1s 1 16 18 Renaming Currently Under Review 1 1960 80 6 116 Leave As 1s 1 18 15 16 18 Rename To New Name <td>Park Street West</td> <td>8,</td> <td>1846</td> <td>919</td> <td>-</td> <td>961</td> <td>Rename To Park Street West</td> <td></td>	Park Street West	8,	1846	919	-	961	Rename To Park Street West	
South 8 1835 28 1 98 Leave As Is est 8 1846 54 1 102 Rename To New Name East 8 1846 54 1 102 Rename To New Name East 7 1846 12 1 106 Leave As Is Mest 8 1846 64 1 106 Rename To New Name Mest 8 1946 64 1 105 Rename To New Name Mest 8 1951 42 1 108 Rename To New Name 17 18 1966 261 6 112 Rename To New Name 18 1967 0 6 111 Renaming Currently Under Review 17 1960 80 6 116 Leave As 1s 17 1960 13 6 115 Rename To New Name 16 185 11 6 115 Rename To New Name <td>Peter Street North</td> <td></td> <td>1835</td> <td>34</td> <td>-</td> <td>. 35</td> <td>Rename To New Name</td> <td></td>	Peter Street North		1835	34	-	. 35	Rename To New Name	
S	Peter Street South	φ .	1835	28	-	86	Leave As Is	
Lest 8 1846 54 1 102 Rename To Port Street Wander East 7 1846 12 1 106 Leave As Is East 8 1846 64 1 106 Leave As Is Mest 8 1913 42 1 108 Rename To New Name I 8,9 1951 43 1,2 107 Leave As Is I 17, 18 1966 261 6 112 Renaming Currently Under I 17 1960 80 6 116 Leave As Is I 17 1960 13 6 115 Rename To New Name I 1835 11 6 1152 Rename To New Name	Port Street East	x> x	1835	23	-	97	Rename To New Name	
East 7 1846 12 1 106 Leave As Is East 8 1846 64 1 106 Leave As Is Mest 8 1913 42 1 108 Rename To New Name Mest 8,9 1951 43 1,2 107 Leave As Is 1 17, 18 1966 261 6 111 Renaming Currently Under 1 18 1967 0 6 111 Renaming Currently Under 17 1960 80 6 116 Leave As Is 17 1960 13 6 115 Renaming Currently Under 16 1835 11 6 115 Renaming Currently Under	Port Street West	0000	1846	54	-	102	Rename To Port Street West	
East 8 1846 12 1 106 Leave As Is Mest 8 1846 64 1 105 Rename To New Name Mest 8 1913 42 1 108 Rename To New Name 17 18 1966 261 6 111 Renaming Currently Under 17 1960 80 6 116 Leave As Is 17 1960 13 6 115 Rename To New Name 16 1835 11 6 121,122 Rename To New Name	Queen Street East	∞ ,	1835	- 81	-	101	Rename To New Name	
Mest 8 1846 64 1 105 Rename TO New Name Mest 8,9 1951 42 1 108 Rename TO New Name 1 17, 18 1966 261 6 112 Renaming Currently Under 1 1960 80 6 116 Renaming Currently Under 17 1960 80 6 116 Rename To New Name 16 1835 11 6 121,122 Rename To New Name	Queen Street East		1846	12	-	901	Leave As 1s	
dest 8,9 1913 42 1 108 Rename To New Name t 8,9 1951 43 1,2 107 Leave As Is 17, 18 1966 261 6 112 Renaming Currently Under 17 1960 80 6 116 Leave As Is 17 1960 13 6 115 Rename To New Name 16 1835 11 6 112,122 Rename To New Name	Queen Street West	∞ .	+	49	-	90	Rename To New Name	
17, 18 1966 261 6 112 Renaming Currently Under 18 1960 80 6 116 Renaming Currently Under 17 1960 80 6 116 Rename To New Name 16 1835 11 6 121,122 Rename To New Name 16 1835 11 12 121,122 Rename To New Name 17 1835 11 12 12 12 12 12 12 1	Queen Street West	xx 6	+	42	-	80	Rename To New Name	
18 1966 261 6 112 Renaming Currently Under 18 1960 80 6 116 Leave As Is 1960 13 6 115 Rename To New Name 16 1835 11 6 121,122 Rename To Morrison	Queensway West	6,9	+	+	-	07	Leave As Is	
17 1960 80 6 116 Leave As Is 1960 13 6 115 Rename To New Name 16 1835 11 6 121,122 Rename To Marrier 19 Marri	Queensway West	81 ', 18	+	+	+	12	Renaming Currently Under Review	
17 1960 80 6 116 Leave As 1s 17 1960 13 6 115 Rename To New Name 16 1835 11 6 121,122 Rename To Morelland	Robin Drive	0	1967	+	+	=	Renaming Currently Under Review	
16 1835 11 6 119,120	Robin Drive	11	-	-	1	9		
16 1835 11 6 119,120	Stavebank Road	17	-	-		5	Rename To New Name	8
		. 91	-	-		120	Rename To Mon-1	+

8	Recommendation	Rename To Mavis Road	As Is	Rename To Stavebank Road	Kename To Stavebank Road	Rename To New Name	As Is								
		Rename	Leave As Is	Rename	Kename	Rename	Leave As Is								
	Comments										3				
	Conflicts With	118,120	118,119	118,119	118,119	133	132								
	Ward	9	-	-	-	9	9								
	No. of Addresses	20	85	194	92	25	98	١	-						
	Date	1835	1835	1944	1961	1950	1971								
	Z - Area	15	ω	80	8	15	15								
									•						
FINUOUS STREET	Street Name	Stavebank Road	Stavebank Road	Stavebank Road North	Stavebank Road South	Whaley Drive	Whaley Drive								
DISCON		119	120	121	122	132	133								

Street Nome	Z-Area	Date	No. of Addresses	Ward	Conflicts	Comments	Recommendation
Bough Beeches Blvd.	26	1975	246	3	1	Renamir	Renaming Currently Index Box:
ullian Street	23	1973	24	80			Mellen verlen
Hickory Drive	27	1950	13	-		all pilot and a second	negative to central Parkway West
Main Street	38%	1856	33		84	Kenamir	Kenaming Currently Under Review
McCaugherty Road	38W	1836	-		5 6	Leave As Is	45 15
Queen Street North	45M	1856	76		5	Келаше	Kename To Main Street
Queen Street South	38W	1856	1,62	, ,		Келаше	Kename To Mississauga Road
Rowland Avenue		0001	405	6	•	Rename	Rename To Mississauga Road
			-				Marian Marian
				-			
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					-	-	
					-		
. Y				-	-		
				-	-		
· .				-	-	-	
		-		-			,

	8	Recommendation	Date No. of Word Conflicts Comments Addresses		- 7 8 - Renaming Currently Under Review	1846 340 1 - Rename To High Street West	As	1835 96 1 - Leave As Is		1944 82 1 - Rename To Mississauga Koad	1944 18 1 - Rename To Mississauga Road	1846 616 1 - Rename To Park Street West	Sename To Port Street West	100	-		1856 465 9 - Rename To Mississauga Road	Stavebank	1961 92 1 - Rename To Stavebank Road			
			Z - Area	38W	59	8	8	8	7,8	8	- ∞	7,8		0	80	45M	38W	80	80			
		NON STANDARD DIRECTIONAL DESIGNATION	Street Name	Britannia Road East	1 1	High Street East		John Street South	Lakeshore Road East		dried bed course in	East		Port Street East	Queen Street East	Queen Street North	Oueen Street South	Stavebank Road North	Stavebank Road South			
L		NON STAN	,07	1	2 6	60 09	2	2 2	1 1	-		95		101	106	109	011	121	133	771	77	

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	NOTESTANO							
1	MUNICIPAL ADDRESS CONFLICTION	7 - Ared	Date	, o.	Word	Conflicts	Comments	Recommendation
	Street Name			Addresses				Renumber To City Grid System
8	ritannia Road East	38W		9	-	+		Penumber To City Grid System
	Road West	39E	,	41	6			Heathan Tring Trin
0	Total Barrier and	56	1	7	6			CITY
8	ritannia Road West	28	1976	7	80	,		Kenumber To City Grid System
8	urnhamthorpe Road West	7	1471	3	6	•		Leave As Is
0	haring Drive	MC4	170.	, ,	0			Renumber To City Grid System
0	Charing Drive	45h	1961	0				Renumber To City Grid System
10	Derry Road West	55		244	6		-	Renumbering Currently Under Review
1 -	Dundas Street East	. 65		7	80			O O O O O O O O O O O O O O O O O O O
1	Dunray Court	45M	1971	25	6			Benimber To City Grid System
1	Dunray Court	MS 47	1967	4	6			100
1	Falinton Avenue West	57	1976	3	6			New York Control of the Control of t
-	Falconer Drive	MS4	1971	984	6			Leave As 15
-		45W	1956	256	6			Renumber 10 city and cycles
-	Falconer Drive	α	1846	340	-	,		Renumber To City Grid System
	High Street East		1835	+	-			Renumber To City Grid System
-	Hurontario Street	-		+	-			Renumber To City Grid System
-	Lakeshore Road East	7,8	1917	-	- -			Renumber To City Grid System
+	Lakeshore Road East	7	1917	-	-	-		Renumber To City Grid System
+		80	1917	777 7	-	1.		71.0
-	8	38W	1856	6 33	6	,		Renumber To City Grid System
	Main Street		1944	14 82	-			Renumber To City Grid System
	Mississauga Road North	0		-	1	-		Renumber To City Grid System
	Mississauga Road South	. &	1944	+	- -	-		Renumber To City Grid System
-		•	101.	717	-			

Renumber To City Grid System Renumber To City Grid System Renumber To City Grid System 'Renumber To City Grid System Renumber To City Grid System Leave As Is Comments Conflicts . 1 Ward 9 9 9 6 No. of Addresses 465 194 54 49 43 9/ 92 16 7 Date 1846 1846 1951 1856 1856 1944 1961 1831 1831 39E,39W Z-Area 8,9 45M 38W 39E 00 8 8 ADDRESS CONFLICTION Queen Street South Stavebank Road North Street Name Stavebank Road South Queen Street North Queen Street East Queen Street West Port Street East Thomas Street Thomas Street MUNICIPAL 108 121 125

NOTES:

- This street is entirely within the City of Etobicoke. However properties fronting on west side are in the City of Mississauga.
- This street is entirely within the Towns of Oakville and Milton. However properties fronting on east side are in the City of Mississauga.

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Buscombe and Dodds

DIVISION OF: CONSOLIDATED FIBRES LTD.

July 31, 1984

David Culham
Councillor
Ward 6
The Corporation of the City
Of Mississauga
One City Center Drive
MISSISSAUGA, Ontario
L5B 1M2



Dear Mr. Culham:

Thank you for your interest in the newspaper recycling program that Buscombe and Dodds is operating in conjunction with Dominion Stores Limited. Further to our telephone conversation yesterday and your request for more information on this program, I hope that the following will give you a clearer picture of this operation.

Newspaper recycling at Dominion has been in operation for over four years, currently running at six locations throughout Toronto. The basic principle is very straightforward: shoppers are encouraged to deliver their newspapers to a bin located in the Dominion store parking lot during specified hours of operation. In exchange for their newspapers, shoppers receive coupons equal to 1¢ per pound redeemable in groceries in the store.

The depots are staffed, so that shoppers can be helped to unload their cars, and so that unacceptable material such as magazines, plastic bags and ties can be removed prior to loading into the bin. Containers furnished are attractively painted 40 yard roll-off bins, which hold approximately 10 tons of newspaper. Once full, the bins are brought to our facility in Etobicoke where the newspaper is apprepriately processed prior to shipment to a mill for de-inking and recycling.

The following is a list of locations currently in operation:

- 1) Markham and Lawrence
- 2) Woodbine and O'Connor
- 3) Dundas and Kipling
- 4) Bayview and Eglinton
- 5) Nortown Plaza
- 6) Keele and Wilson

The hours of operation are Wed. and Thurs. from 12 noon until 4 p.m., Fri. from 4 p.m. to 9 p.m., and Sat. from 9 a.m. to 4 p.m.

Should you have any questions orrequire additional information, please contact me. I look forward to your input.

123 Eastside Drive, Unit 7 Toronto, Ontario M8Z 555 Telephone: 416 / 231-7772

Buscombe and Dodds

We have been encouraged over the years by the public's support of this program, and look forward to expansion in the very near future. Any help that you can give us in this regard would be greatly appreciated.

Sincerely,

Angie Lee, Account Executive

ENCL.

123 Eastside Drive, Unit 7 Toronto, Ontario M8Z 555 Telephone: 416 / 231-7772

o. Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts	Comments	Recommendation •
First Street	9 .	1921	13	1	11		Leave As 1s
First Street	9	1921	4	-	44		
First Street	53E	1856	0	6	42,43		Review Feasibility of Closure, Disposal or Renaming To New Name
Hammond Road	11	1958	32	9	55		Rename Either 54 or 55 To New Name
Hammond Road	39E	1953	30	6	54		Rename Either 54 or 55 To New Name
James Street	39E	1856	7	6	20		Leave As Is
James Street	396	1856	0	6	69		Renaming To New Name
Mill Street	38W	1856	94	6	90		Leave As Is
Mill Street	. 53E	1856		6	. 68		Rename To New Name
Princess Street	39E	1856	7	6	104		Rename Either 103 or 104 To New Name
Princess Street	49E	1855	7	2	103		Rename Either 103 or 104 To New Name
River Road	80	1943	=	-	114		Rename To Veronica Drive
River Road	38V	1953	15	6	113		Leave As 1s
		-					
		+					
		-					

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1.4	E (DIFFERENT SUFFIX)							
	No. Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts	Comments	Recommendation
	Avenue	2	1888	3	2	17		Rename Either 16 or 17 To New Name (Private Road)
	Burns Lane	6		3	2	91		Rename Either 16 or 17 To New Name (Private Road)
1	Cliff Road	11	1927	273	7	25		Leave As 1s
	Cliff Road North	21	1970	231	4	24		Rename To New Name
1	Codiin Avenue	M84	1968	27	5	27		
	Codlin Crescent	M84	1963	0	5	26		Review Feasibility of Closure, Disposal or Renaming To New Name
1	Confederation Parkway	15, 22	1969	499	9,4	29		
	Confederation Square	15	1961	0	9	28		
	Fifth Line East	34E	1819	9	5	40,41		Renaming To Occur In Conjunction With Area Development
	Fifth Line West	18, 25	1843	88	8,9	39		Leave As Is
1	Fifth Line West	54E	1819	2	6	39		Renaming Currently Under Review
	Harborn Road	15	1920	23	9	57		Leave As Is
1	Harborn Trail	15	1920	14	9	56		Rename To New Name
1	Indian Grove	6	1917	89	2	67,68		Rename To New Name
	Indian Line	33	1858	7	5	89,99	Note 'A'	Rename To New Name
1	Indian Road	8,9	1843	130	2	66,67		Leave As Is
	John Street	21	1958	10	4	72,73		Rename To New Name
1	John Street North	80	1835	32	-	17		Leave As Is
1	John Street South	80	1835	96	-	17		Leave As Is
	McConnell Avenue	2	1888	0	2	98		Rename To New Name (Private Road)
1	hend I formalia	30	1869	,	0	85		Leave As Is

Renaming to Occur In Conjunction With Area Development Rename To New Name (Private Road) Rename To Mississauga Road Rename To Mississauga Road Rename To New Name Leave As Is Comments Note 'B' THE FOLLOWING STREETS ARE ADDED TO THIS CATEGORY WITHOUT RECOMMENDATION AS THEY DO NOT APPEAR Conflicts 99 107, 108 109, 110 105, 106 105, 106 105, 106 105, 106 105, 106 100 88 124 16 93 123 130 87 131 8,9 Word 2 9 0 6 6 No. of Addresses 80 84 465 9 8 12 . 42 42 9/ 21 49 œ 18 44 5 Date 1946 1923 1922 1856 1846 1846 1913 1856 1856 1819 1951 1923 1944 1944 1921 1952 55-59 Z-Area 55-57 384 M54 38W . 9 9 00 9 œ 8 9 œ 8 TO PRESENT A SERIOUS PROBLEM SAME NAME (DIFFERENT SUFFIX) Street Name Alexandra Boulevard Street South Street North Queen Street East Queen Street East Street West Street West Meadow Wood Lane Meadow Wood Road Alexandra Avenue Wesley Crescent Wesley Avenue Ninth Street Avenue Street Street Ninth Line Line Tenth Pine Queen Queen Queen

SAME NAME (DIFFERENT SUFFIX)	FIX)					
Street Name	Z - Area	Date	No. of Addresses	Ward Conf	Conflicts Comments	Recommendation
Alta Court	28	1980		4		
Alta Place	28	1980		4		
Anderson Court	95	1980		6		
Anderson Crescent	95	1980		6		
Anworld Court	26	1979		3		
Anworld Place	26	1979		3		
Ashridge Court	28	1978		7		
Ashridge Place	28	1978		7		
Barrisdale Court	94	1976		6		*
Barrisdale Drive	94	1976		6		
Beicon Court	30	1983		80		
Beacon Lane	30	1983				
Beechknoll Avenue	26	1981		3		
Beechknoll Court	26	1981		3		
Camilla Place	11	1969		7		
Camilla Road	41	1927		7		
Carrera Court	3	1982		2		
Carrera Lane	3	1761		2		
Cawthra Court	7	1958				
Cawthra Road .	6 -27	1806	1,7,4,	4,5		
,						

SAME NAME (DIFFERENT SUFFIX)

	Z - Ared	Date	No. of Maddresses	Ward Conflicts With	Comments	Recommendation
Alta Court	28	1980		4		
Alta Place	28	1980		7		
Anderson Court	95	1980		6		
Anderson Crescent	95	1980		6		
Anworld Court	26	1979		3		
Anworld Place	26	1979		3		
Ashridge Court	28	1978		4		
Ashridge Place	28	1978				
Barrisdale Court	94	1976	6			
Barrisdale Drive	94	1976				
Beacon Court	30	1983				
Beacon Lane	30	1983		:		•
Beechknoll Avenue	26	1981				
Beechknoll Court	26	1981	7			
Camilla Place	71	1969	1			
Camilla Road	71	1927	7			
Carrera Court	3	1982	2			
Carrera Lane	3	1971	2			
Cawthra Court	7	1958	-			
Cawthra Road .	6 -27	1806	1,7,4	5,1		
,						

Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts	Comments	Recommendation
Chisholm Avenue	91	1977		9	,		
Chisholm Court	91	1979		9			
Colebrook Court	56	1980		6			
Colebrook Crescent	95	1980		6			
Coram Avenue	12	1950		7			
Coram Crescent	12	1962		7			
Deer Run	30	1979		80			
Deer Run Court	30	1979		8			
Doulton Drive	17	1954		9			
Doulton Place	17	1983		9			
Faèrier Court	31	1978		80			
Farrier Mews	31	1978		80			
Featherstone Court	24	1980		8			
Featherstone Drive	24	1964		80	. 1		
Forest Fire Crescent	72	1980		3			
Forest Fire Lane	27	1980		3			
Gatliff Avenue	19	1965		3			
Gatliff Court	19	1965		3			
Greycedar Court	27	1980		3			
Greycedar Crescent	27	1980		3			
•							

SAME	SAME NAME (DIFFERENT SUFFIX)								
	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts	Comments	Recommendation	
Hargo	Hargood Court	39	1981		, 6				
Hargo	Hargood Place	39	1981		6				
Harris	is Crescent	95	1981		6				
Harris	is Road	95	1981		6			2	
Hense	Hensall Circle	14			7				
Hensall	all Street	14	1958		7				
Hickl	Hickling Court	95	1981		6				
Hickling	ling Crescent	95	1981		6				
Highgate	gate Crescent	27	1980		3				
Highgate	gate Place	27	1980		3				
Ibbet	Ibbetson Crescent	23	1965		80			•	
Ibbet	Ibbetson Lane	23	1965		80				
Kenni	Kenninghall Boulevard	M54	1967		6				
Kenni	Kenninghall Crescent	45E	1977		6				
Keyne	Keynes Court	95	1980		6				
Keyne	Keynes Crescent	95	1980		6				
Kilbr	Kilbride Court	95	1980		6				
Kilbr	Kilbride Crescent	95	1980		6				
King	King Andrew Court	28	1981		4				
King	King Andrew Drive	28	1981		-				

SAME NAME (DIFFERENT SUFFIX)	T SUFFIX)							
Street Name		Z - Area	Date	No. of Addresses	Ward	Conflicts	Comments	Recommendation
Lovingston Court		27	1980		3			
Lovingston Crescent		27	1980		3			
Mannington Court		27	1980		3			
Mannington Lane		27	1980		3			
Martin's Pine Court		25	1975		80			
Martin's Pine Crescent	ant	25	1972		00			
Melton Court		13	1956		7		-	
Melton Drive		13	1952		7			
Messenger Meadow Court	ırt	30	1979		80		3	
Messenger Meadow Drive	ve	30	1979		80			
Mineola Gardens		7	1946		-			
Mineola Road East		7	1909		-			
Mineola Road West		8	1889		-			
Mississauga Crescent		80	1951		-			
Mississauga Road		8 - 53E	1965	8	2,6,8,9			
Narva Court		6	1965		2			
Narva Road		6	1965		2			
Ontario Court		39E	1980		6			
Ontario Street East	,	38W	1856		6			
Ontario Street West		39E	1856		6			

Recommendation Comments Conflicts Ward 2 m 3 9 9 0 6 ∞ 3 3 œ œ 9 9 No. of Addresses Date 1981 1982 1964 1961 1953 1958 1979 1981 1981 1977 1980 1976 1981 1981 1981 1980 1980 1980 1981 1979 Z - Area 43E 43E 19 19 99 56 16 16 28 15 28 15 77 31 30 30 œ 00 NAME (DIFFERENT SUFFIX) Street Name Prince George Avenue Prince George Court Promontory Crescent Plum Tree Crescent Pinetree Crescent Pagehurst Avenue Sawgrass Crescent Promontory Drive Pagehurst Court Plum Tree Court Privet Crescent Sardis Crescent Pacific Circle Sawgrass Court Pollard Court Pollard Drive Pinetree Way Pacific Gate Privet Court Sardis Court SAME

Street Name	Z - Area	Date	No. of	Word	Conflicts	Comments	
Scottsburg Court	27	1980	Addresses		With		Necommendation
Scottsburg Crescent	27	1980		1-	1		
Shale Oak Court	26	1979		, -	1		
Shale Oak Mews	26	1975		1.			
Springfield Court	18	1967		1	+		
Springfield Road	18	1951		, ,	+		
Spruce Needle Court	25	1981		0	-		
Spruce Needle Drive	25	1973		00	+		
Sweetwater Crescent	6	1978		,	+		
Sweetwater Place	6	1978		1	+		
Tangar Mews	54	1981		0	1.		
Tamar Road	54			6	-		
Teakwood Gate	30	1979	-		1		
Teakwood Drive	30	1979		ο α			
Tecumseh Park Crescent	6	1946	-	2	+		
Tecumseh Park Drive	6	1946	-	2	+	-	
Thistle Down Circle	30	1979		00	+		
Thistle Down Court	30	1979		8	+		
Treetop Court	32	1980		80	+		
	32	1975		80	+		
Village Centre Court	28	1901	+	+	+	-	

Village Centre Place Z-Area Dose Addresses Word Addr	Conflicts Comments	
28 1981 4 39E 1954 9 30 1983 8 30 1980 8 10 1977 2 10 1977 2 10 1977 2		Recommendation
39E 1954 30 1983 8 30 1977 2 10 1977 2		
30 1983 8 30 1980 8 10 1977 2 10 197		
30 1983		
30 1980		
7761 01 7761		
•		

Bisswood Crescent 2-Area Done Ageneral Mageneral Word Confign Comment Recommendation Beach Street 1 1926 6 1 7 Leave As 15 Beach Street 1 1926 6 1 7 Leave As 15 Beach Street 384 1856 0 9 6 Reclaiming To New Asia Garoline Street 396 1856 3 9 18 Renaming To New Name Crombine Road 10 1967 3 2 5 Renaming To New Name Crombine Road 10 1956 1 2 3 Renaming To New Name Crumbin Street 396 1856 3 9 18 Renaming To New Name Crumbin Street 8 1920 14 6 58 Renaming To New Name Mellywood Street 8 1962 3 6 58 Renaming To New Name Vista Drive 8 1962 1 56 58	2	THOMEST CALLS SIMILAR							
1 1926	0 2	Street Name	Z - Area	Date	No. of Addresses		Conflicts	Comments	Recommendation
Beach Street 1 1926 6 1 7 Leave As 1s Beach Street 38W 1856 0 9 6 Review Feasibility of Earnaming To New Name Caroline Street 39E 1856 3 2 5 Rename To New Name Caroline Street 38W 1836 30 9 18 Rename To New Name Carolin Road 10 1956 1 2 31 Rename To New Name Cromble Road 10 1956 3 9 18 Rename To New Name Cromble Street 39E 1856 3 9 18 Rename To New Name Cromble Street 15 1920 14 6 58 Rename To New Rase Harborn Road 15 1920 14 6 58 Rename To New Rase Harborn Road 17 18 6 5 Rename To New Rase Woodland Avenue 7 1920 1 74 Rename To New Name		Basswood Crescent	25	1975	20	80	6		Leave As Is
Beach Street 38W 1856 0 9 6 Review Fasis billity of Rev Name Caroline Street 39E 1967 3 2 5 Renaming To New Name Caroline Street 39E 1856 3 9 19 Rename To New Name Caroline Street 38W 1836 30 9 18 Rename To New Name Cromble Road 10 1956 1 2 31 Rename To New Name Cromble Street 39E 1856 3 9 18 Rename To New Name Harborn Trail 15 1920 2 59 18 Rename To New Name Harborn Trail 15 1920 1 56,57 Rename To New Name Hollywood Blvd. 2 1951 0 1 56,57 Rename To New Name Vista Drive 8 1941 5 5 6 Rename To New Name Vista Drive 8 1943 16 1 7 1 1	1	Beach Street	-	1926	9	-	1		Leave As is
Brasswood Road 9 1967 3 2 5 Rename To New Name Caroline Street Caroline Street 38W 1836 3 9 19 Rename To New Name Caroline Street Cromble Road 10 1956 1 2 31 Rename To New Name Cromble Street Harborn Road 15 1920 23 6 58 Rename To New Name Crown Name Crown Street Hollyrood Avenue 8 1961 0 1 56,57 Review Feasibility of Review Feasibility of New Name Name Court Vesta Drive 2 1950 0 2 63 Rename To New Name Name Name Name Name To New Name Name To New Name Name Name Name To New Name Name Name To New Name Name Name Name Name Name Name Name	1	Beech Street	38W	1856	0	6	9		Review Feasibility of Closure, Disposal or
Caroline Street 39E 1856 3 9 19 Rename To New Name Cromble Road 10 1956 1 2 31 Rename To New Name Cromble Street 39E 1856 1 2 31 Rename To New Name Crumble Street 39E 1856 3 9 30 Leave As 1s Harborn Trail 15 1920 23 6 58 Rename To New Name Harborn Street 8 1961 0 1 56,57 Review Fassibility of Renaming To New Name Hollyrood Avenue 7 1925 18 1 64 Leave As 1s Hollyrood Blvd. 2 1950 0 2 63 Renaming To New Name Vista Drive 8 1943 21 1 128 Rename To New Name Woodlawn Avenue 8 1943 16 1 74 Leave As 1s Woodlawn Avenue 7 1912 2 1 1 1	1	Brasswood Road	6	1967	3	2	2		Rename To New Name
Crombie Road 38W 1836 30 9 18 Leave As 1s Crombie Road 10 1956 1 2 31 Rename To New Name Crumbie Street 39E 1856 3 9 30 Leave As 1s Harborn Road 15 1920 23 6 58 Leave As 1s Harborn Trail 15 1920 14 6 58 Leave As 1s Harborn Trail 15 1920 14 6 58 Leave As 1s Harborn Trail 15 1920 1 56,57 Review Feasibility of Renaming To New Name Hollywood Blvd. 2 1950 0 2 63 Renaming To New Name Vista Drive 8 1943 21 1 129 Renaming To New Name Vista Drive 39E 1952 5 9 127 Leave As 1s Woodland Avenue 8 1943 16 1 74 Leave As 1s Woodland		Caroline Street	39E	1856	3	9	19		Rename To New Name
Crumble Street 10 1956 1 2 31 Rename To New Name Crumble Street 39E 1856 3 9 30 Leave As 1s Harborn Road 15 1920 23 6 58 Review Feasibility of Review		Carolyn Road	38W	1836	30	6	8-		Leave As Is
Crumbie Street 39E 1856 3 9 30 Leave As Is Harborn Road 15 1920 23 6 58 Review Feasibility of Eave As Is Harborn Trail 15 1920 14 6 58 Review Feasibility of Eave As Is Harborn Street 8 1961 0 1 56,57 Review Feasibility of Eave As Is Hollywood Blvd. 2 1950 0 2 63 Review Feasibility of Eave As Is Juanita Court 2 1950 0 2 63 Review Feasibility of Review Feasibility of Review Feasibility of Eave As Is Vesta Drive 8 1943 21 1 129 Rename TO New Name Woodland Avenue 8 1943 16 1 74 Leave As Is Woodlam Avenue 7 1912 25 1 134 Leave As Is		Crombie Road	10	1956	-	2	31		Rename To New Name
Harborn Road 15 1920 23 6 58 Control of the co		Crumbie Street	39E	1856	3	6	30		Dave De le
Harbour Street 15 1920 14 6 58 Review Feasibility of Renaming TO New Name To New Name To New Name April of Avenue Hollywood Blvd. 2 1951 0 2 63 Review Feasibility of Renaming TO New Name To New Name Average Vesta Drive 8 1943 21 1 128 Rename TO New Name To New Name Avenue Vood land Avenue 8 1943 21 1 128 Rename TO New Name Avenue Wood lawn Avenue 8 1943 16 1 74 Leave As Is Wood lawn Avenue 7 1912 25 1 134 Leave As Is		Harborn Road	15	1920	23	, ,	2 2		2
Harböur Street 8 1961 0 1 56,57 Review Feasibility of Renaming To New Name Leave As is Renaming To New Name Leave As is Renaming To New Name Leave As is Next Drive Hollywood Blvd. 2 1950 0 2 63 Renaming To New Name Leave As is Renaming To New Name Renaming To New Name Sign State Drive Vista Drive 8 1943 21 1 128 Rename To New Name To New Name Rename To New Name Sign Sign Sign Sign Sign Sign Sign Sign	T	Harborn Trail	15	1920	77	, 4	2 2		
Hollyrood Avenue 7 1925 18 1 64 Leave As 1s Hollywood Blvd. 2 1950 0 2 63 Review Feasibility of Renaming To New Name Feasibility of Renaming To New Name To New Name State Drive Vesta Drive 8 1943 21 1 128 Rename To New Name To New Name State		Harbour Street	80	1961		-	2 2		of Closura Discour
Hollywood Blvd. 2 1950 0 2 64 Leave As Is Juanita Court 21 1951 32 4 129 Renaming To New Name Renaming To New Name Renaming To New Name Rename To New Name Rename To New Name Name Avante Vista Drive 39E 1954 50 9 127 Leave As Is Wanita Road 7 1921 61 1 74 Leave As Is Woodlawn Avenue 8 1943 16 1 35 Rename To New Name Woodlawn Avenue 7 1912 25 1 134 Leave As Is		Hollyrood Avenue	7	1001	, ,		10,00		.
Juanita Court 2 1950 0 2 63 Review Feasibility of Renaming To New Hame To New Hame Vesta Drive 8 1943 21 129 Rename To New Name Vista Drive 39E 1954 50 9 127 Leave As Is Wanita Road 7 1921 61 1 74 Leave As Is Woodland Avenue 8 1943 16 1 135 Rename To New Name Yoodlawn Avenue 7 1912 25 1 134 Leave As Is		Hollywood By		1325	20	-	49		Leave As Is
Vesta Drive 21 1971 32 4 129 Vesta Drive 8 1943 21 1 128 Vista Drive 39E 1954 50 9 127 Wanita Road 7 1921 61 1 74 Woodlawn Avenue 8 1943 16 1 135 Woodlawn Avenue 7 1912 25 1 134			2	1950	0	2	63		Review Feasibility of Closure, Disposal or Renaming To New Name
Vista Drive 8 1943 21 1 128 Rename Vista Drive 39E 1954 50 9 127 Leave A Wanita Road 7 1921 61 1 74 Leave A Woodlawn Avenue 7 1912 25 1 134 Leave A * * * * * * *	T	Juanita Court	21	1971	32	4	129		Rename To New Name
Vista Drive 39E 1954 50 9 127 Leave As I Wanita Road 7 1921 61 1 74 Leave As I Woodlawn Avenue 8 1943 16 1 135 Rename To Woodlawn Avenue 7 1912 25 1 134 Leave As I	1	Vesta Drive	80	1943	21	-	128		
Wanita Road 7 1921 61 1 74 Woodland Avenue 8 1943 16 1 135 Woodlawn Avenue 7 1912 25 1 134	1	Vista Drive	39E	1954	50	6	127		Ac
Wood land Avenue 8 1943 16 1 135 Wood lawn Avenue 7 1912 25 1 134	1	Wanita Road	7	1921	19	-	74		2 4
Woodlawn Avenue 7 1912 25 1 134	1	Woodland Avenue	80	1943	16	-	135		Rename To New Name
	+	Woodlawn Avenue	7	1912	25	-	134		Leave As Is
	+								
		•			-	+	+	1	
					+	+	+	1	
	4			-	-	-	_		

Rename To New Name (Private Road) Rename Either 3 or 4 to New Name Rename Either 3 or 4 to New Name Renaming Currently Under Review Rename To New Name Leave As Is Comments Conflicts 12,12A 11,12A 11,12 8,9 Ward œ No. of Addresses 35E-36E Z-Area 18,25 38W 36W 36E 34E 38W Britannia Road East
Britannia Road East
Cedar Creek Drive
Cedar Creek Drive
Dundas Crescent
Fifth Line West
Fifth Line West Autumn Breeze Drive Barbertown Road Street Name umn Breeze Drive Britannia Road East DISCONTINUOUS STREET First Street
Fowler Drive
Fowler Drive
Goldenridge Road Goldenridge Road Barbertown Road Gordon Drive Gordon Drive 32A 32B

Street Name	Z - Area	Date 1914	No. of Addresses	Word	Conflicts	Comments	
	13,20	1953	9	3,7	52 53		Review Feasibility of Closure, Disposal
	8	1846	340	-	16.62		Rename To High Chrost Most
	80	1835	=	-	60,62		Rename to New Name
	8	1835	20	-	19'09		Rename To New Name
	21	1958	-	4	8		Rename To New Name
	21	1761	2	4	79		Leave As Is
	3	1921	6	2	82		Leave As Is
	3	1971	0	2	18		Review Feasibillity of Closure, Disposal or,
	9	1922	39	-			ther 88A or 88B To New Name
	9	1919	94	-	-		Rename Either 88A or 88B To New Name
	7,8	1846	919	-	961		Rename To Park Street West
	8	1835	34	-	95		Rename To New Name
	8	1835	28	-	98		Leave As Is
	8	1835	23	-	97		Rename To New Name
	80	1846	54	-	102		Rename To Port Street West
	80	1835	82	-	101		Rename To New Name
	7	1846	12	-	106		Leave As Is
	8	1846	49	-	105		Rename To New Name
	8	1913	42	-	108		Rename To New Name
	8,9.	1951	43	1,2	107		Leave As Is

	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts	Comments	Recommendation
931	Queensway West	17,18	1966	261	9	112		Renaming Currently Under Review
	Queensway West	18	1961	0	9	111		Renaming Currently Under Review
	Robin Drive	17	1960	80	9	116		Leave As Is
	Robin Drive	17	1960	13	9	115		Rename To New Name
	Stavebank Road	16	1835	=	9	119,120		Rename To Morrison Avenue
	Stavebank Road	15	1835	20	9	118,120		Rename To Mavis Road
	Stavebank Road	80	1835	85	-	118,119		Leave As Is
	Stavebank Road North	80	1944	194	-	118,119		Rename To Stavebank Road
	Stavebank Road South	80	1961	92	1	118,119		Rename To Stavebank Road
	Strathy Avenue	9	1922	95	1			Rename Either 122A or 122B To New Name
10000	Strathy Avenue	9	1921	26	-			Either 122A or 122B
-	Whaley Drive	15	1950	25	9	133		Name
-	Whaley Drive	15	1971	98	9	132		Leave As Is
	•							
			+	+	1	+		

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Bough Beaches Blvd.									
Bough Beaches Blvd. 26 1975 246 3 117 Remaining Currently Under Review Gillian Street 23 1973 24 8 - Remaining Currently Under Review Hickory Drive 27 1950 13 9 4 Remaining Currently Under Review McCaughrity Road 38W 1856 1 9 83 Remaining Currently Under Review Queen Street North 45W 1856 16 9 - Remaine To Mississauga Road Rool and Avenue 26 1981 12 3 8 Remaine To Mississauga Road Southdorn Road 3 1958 39 2 - Remaining Currently Under Review C 1950 3 1958 39 - Remaining Currently Under Review Southdown Road 3 1958 39 2 - Remaining Currently Under Review C 1958 39 2 - Remaining Currently Under Review		Street Name	Z-Area	.Date	No. of Addresses	Ward	Conflicts	Comments	
Hickory Drive		Sough Beeches Blvd.	26	1975	246		117		Renaming Currently Index Box:
Hickory Drive 27 1950 13 3 - Renaming Currently Under Review Pass 1 McGaugherry Road 38W 1866 33 9 84 Leave As 1s Queen Street Morth 45W 1856 76 9 - Rename TO Main Street Queen Street South 36W 1856 76 9 - Rename TO Main Street Queen Street South 36W 1856 465 9 - Rename TO Main Street Roulnard Avenue 26 1981 12 3 Rename TO Mississauga Road Southdown Road 3 1958 39 2 - Rename TO Mississauga Road F 5 1981 12 3 2 - Rename TO Mississauga Road F 5 1981 12 3 2 - Rename TO Mississauga Road F 6 1981 12 3 2 - Rename TO Mississauga Road F 7 1981 2 <		illian Street	23	1973	24	8			Rename +0 Central Design
Main Street 38V 1856 33 9 84 Leave As is McCaugherty Road 38V 1836 1 9 83 Rename To Main Street Queen Street North 45V 186 76 9 - Rename To Mississauga Road Queen Street South 38 1856 465 9 - Rename To Mississauga Road Rowland Avenue 26 1981 12 3 8 Rename To Mississauga Road Southdom Road 3 1958 39 2 - Rename To Lakeshore Road Vest C 1981 12 3 9 - Rename to Lakeshore Road Vest		lickory Drive	27	1950	13	-	1		Containe to central rarkway West
McCaugherty Road 38W 1856 1 9 63 Rename To Main Street Queen Street North 45W 1856 465 9 - Rename To Mississauga Road Queen Street South 38I 1856 465 9 - Rename To Mississauga Road Rowland Avenue 26 1981 12 3 8 Rename To Mississauga Road Southdown Road 3 1958 39 2 - Rename to Lakeshore Road Wast		ain Street	38W	1856	33	, 0	18		henaming currently under Review
Queen Street North 45W 1856 76 9 Rename To Hississauga Road Queen Street South 38W 1856 465 9 Rename To Hississauga Road Rowland Avenue 26 1981 12 3 8 Renaming Currently Under Review Southdown Road 3 1958 39 2 - Renaming Currently Under Review Figure 1 3 1958 39 2 - Renaming Currently Under Review Figure 2 3 1958 39 2 - Renaming Currently Under Review		cCaugherty Road	38W	1836	-	0	5 6		Leave As Is
Queen Street South 38W 1856 465 9 - Rename To Mississauga Road Rowland Avenue 26 1981 12 3 8 Renaming Currently Under Review Southdown Road 3 1958 39 2 - Renaming Currently Under Review Southdown Road 3 1958 39 2 - Rename to Lakeshore Road West		ueen Street North	MS4	1856	76	0	60		Kename To Main Street
3 1958 39 2 — Renaming Currently Under Review Rename to Lakeshore Road West	10 01	ueen Street South	38W	1856	1,67	, ,			Rename to Mississauga Road
Southdown Road 3 1958 39 2 - Renaming Currently Under Review Rename to Lakeshore Road West		owland Avenue	36	200	402	7			kename to Mississauga Road
3 1958 39 2 -		outhdown Road	07	1981	12	3	80		Renaming Currently Under Review
				1958	39	2	-		
							+		
	-						1		
	+								
					-	-	1		
						1		1	
	-			1	1	1	+		
	-			1	1	1	-		
	+			1					
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	-	*:							
	-	,							
	-							1	
	_					+	+		
				-	-	-	-		

	Street Name	Z - Area	Date	No. of	Ward	Conflicts	Comments	Recommendation
	Britannia Road East	38W	'	71		N N		
	Dundas Street East	0	-		7			Rename To Britannia Road West
	High Street East		1	-	80			Renaming Currently Under Review
	of the Country of the	80	1846	340	-			Rename To High Street West
_	Some Street North	80	1835	32	-	,		Leave As Is
_	John Street South	80	1835	96	-			Leave Ac Ic
	Lakeshore Road East	7,8	1917	234	-			
	Mississauga Road North	80	1944	82	-			nemaine to Lakeshore Road West
1	Mississauga Road South	- ∞	1944	α.	-			Kename To Mississauga Road
1	Park Street East	7,8	1846	616				Mississauga
					-			nename to Park Street West
- 1			'					
	Port Street East	80	1846	i	1.	-		
	Queen Street East			10	-	-	1	Rename To Port Street West
		0	1846	49	-			Rename To New Name
1	gueen street North	M54	1856	9/	6			A CT community of the c
	Queen Street South	381/	1856	465		-		
	Stavebank Road North	α	101			+	+	Kename To Mississauga Road
	Stavebank Road South		1344	194	-	-		Rename To Stavebank Road
1		80	1961	92	-	+	1	Rename To Stavebank Road
-	THE FOLLOWING STREETS ARE ADDED TO THIS CATEGORY WITHOUT	S CATEGODY WITH				-		
4 1	APPEAR TO PRESENT A SERIOUS PROBLEM	DOHLIN MINOR	K RECOMM	ENDATION		THEY DO NOT		
LU I	Elizabeth Street North	α			+	+	1	

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Recommendation																		
Comments																		
Conflicts											:							
Ward	-	-	-	-	-	-	-	-	-	6	6	-	-	-	-			
No. of																		
Date				*														
Z - Area	8	&	8	8	80	80	8	8	8	38%	39E	80	æ	80	8			
Street Name	Flirshath Straat South	Front Street North	Front Street South	Helene Street North	Helene Street South	John Street North	John Street South	Maple Avenue North	Maple Avenue South	Ontario Street East	Ontario Street West	Peter Street North	Peter Street South	Pine Avenue North	Pine Avenue South			

Renumbering Currently Under Review Renumber To City Grid System Recommendation * Leave As Is Leave As Is Leave As Is Conflicts 1 Ward 6 6 00 6 6 9 00 9 9 6 6 9 -9 No. of Addresses 244 41 486 256 340 25 9 777 1846 616 234 743 7 7 29 33 82 -8 Date 1976 1971 1967 1971 1967 1971 1976 1917 1956 1846 1835 1917 1917 1856 1944 1944 Z-Area 39E 45M 45W 45W 45M 45W 55 59 M54 27 38W 1 8 8 8 00 8 Burnhamthorpe Road West MUNICIPAL ADDRESS CONFLICTION Street Name Britannia Road East Britannia Road West Mississauga Road North Britannia Road West Mississauga Road South Eglinton Avenue West Dundas Street East Lakeshore Road West Lakeshore Road East Lakeshore Road East Hurontario Street High Street East Road West Charing Drive Falconer Drive Park Street East Charing Drive Falconer Drive Dunray Court / Court Main Street Dunray Derry 10 13 14 15 No. 22 23 32 33 34 35 36 77A 37 38

1	Street Name	Z-Area	Date	No. of Addresses	Word	Conflicts	Comments	Recommendation
-	Port Street East	8	1846	54	-			Renumber To City Grid System
-	Queen Street East	8	1846	49	-			Renumber To City Grid System
- 1	Queen Street West	8,9	1951	43	1,2			Renumber To City Grid System
- 1	Queen Street North	M5 th	1856	9/	6	i		Renumber To City Grid System
- 1	Queen Street South	38W	1856	594	6	,		Renumber To City Grid System
	Stavebank Road North	8	1944	194	-	,		Renumber To City Grid System
	Stavebank Road South	8	1961	92	-			Renumber To City Grid System
	Thomas Street	39E	1831	91	6			Renumber To City Grid System
	Thomas Street	39E,39W	1831	2	6			Leave As Is
-	THE FOLLOWING STREETS ARE ADDED TO THIS CATEGORY WITHOUT	IS CATEGORY WITHOU		RECOMMENDATION	AS	THEY DO NOT		•
-	APPEAR TO PRESENT A SERIOUS PROBLEM							
- 1								
4	Albert Street	38W			6			
4	Alpha Mills Road	45W			6			
4	Alphonse Crescent	39E			6			
4	Amity Road	38W			0			
4	Andrea Court	39E			6			
4	Ann Street				-			
Q I	Arch Road	38W			6			
•	Ardsley Street	45W			6			

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No. of the last

MUNICIPAL ADDRESS CONFLICTION							
Street Name	Z - Area	Date	No. of	Word	Conflicts	Comments	Recommendation
Barry Avenue	396				WILL.		
Bay Street	8			-			
Bellvue Street	39E			6			
Ben Machree Drive	80			-			
Benson Aveune	80			-			
Bonham Boulevard	39E			6			
Bow River Crescent	M54			6			
Bowshelm Court	M54			6			
Brant Avenue	7		-	-	-		
Bremen Lane	39E			6			
Briarwood Avenue	7			-	-		
Broadview Avenue	8			-			
Broadway Street	39E			6			
Brookside Drive	39E			6			
Carlis Place	7			-			
Caroline Street	39E			6			
Cayuga Avenue	7	,		-			
Church Street	38W			6			
Colbert Gardens	M54			6			
Come By Chance Mèws	45M			6			
Crumbie Street	39E			6			

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MUNICIPAL ADDRESS CONFLICTION						
Street Name	Z - Area	Date No of	Word	Conflicts	L	
Cumberland Drive	,	Addre	1	With	Supurpo	Recommendation
De Jong Drive	39F		-			
Donata Drive	396	-	6	1		
	200		6			
Elizabeth Street North	NOC 8		6			
Elizabeth Street South	0 00		-			
Ellen Street	100		-	1		
Ellesboro Drive	MOS		6			
Elmwood Avenue	45h	+	6			
	100		-			
Ferest Avenue	295		6			
Front Street North	- 0	-	-			
Front Street South	0 00		-	1		
	39E		-	+		
	38W		6	1		
	39£	-	6	+		
Harrison Avenue	80		6	1		
Helene Street North	80		- -	+		
Helene Street South	80		- -	+		
	N54		- 6	+		
•	39E		6	-		
		-	+	+		

MUNICIPAL ADDRESS CONFLICTION							
Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation
Hiawatha Parkway	7			-			
High Street West	8			-			
Hillside Drive	39E			6			
Hopedale Court	39E			6			
Iroquois Avenue	7			,			
Isherwood Court	39E			6			
James Street	39E			6			
John Street North	8			-			
John Street South	8			-			
Joseph Street	38W			6			
Jòycelyn Drive	39E			6			
Joymar Drive	39E			6			
Kenninghall Boulevard	45M			6			
Kerr Street	38W			6			
Lake Street	8			-			
Lisbon Mews	45M			6			
Maiden Lane	38W			6			
Maldaver Avenue	39E			6			
Maple Avenue North	. 80			-			
Maple Avenue South	80			-			
Matlock Avenue	M54.			6			

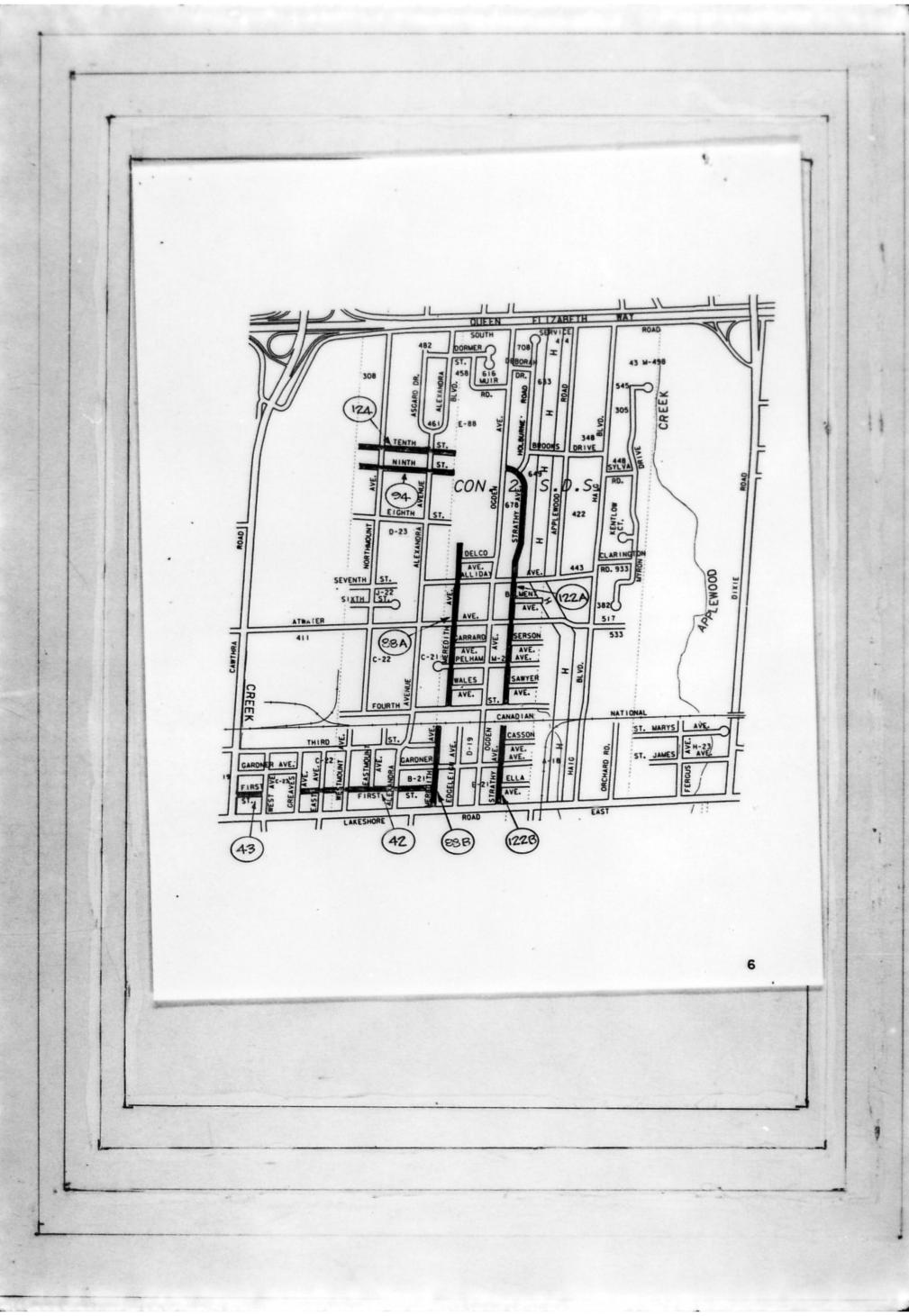
CONTEST ADDRESS CONTEST ON				,		
Street Nome	Z - Area	Date	No. of	Ward	Conflicts Comments	Recommendation
Merrydrew Court	39E			6		
Mill Street	38W			6		
Minnewawa Road	7			-		
Mohawk Avenue	7			-	-	
Morgon Avenue	39E			6		
Mullet Drive	39E			6		
Oakwood Avenue	7	,		-		
Old Station Road	39E			6		
Onaway Road	7			-		
Ontario Court	39E			6		
Ofitario Street East	38W			6		
Ontario Street West	39E			6		
Otterburn Court	45N			6		
Park Street West	80			-		
Pearl Street	39E			6		
Peter Street North	80			-		
Peter Street South	80			-		
Pine Avenue North	80			-		
Pine Avenue South	80			-		
Pine Cliff Drive	M54			6		
Street	38W			0		

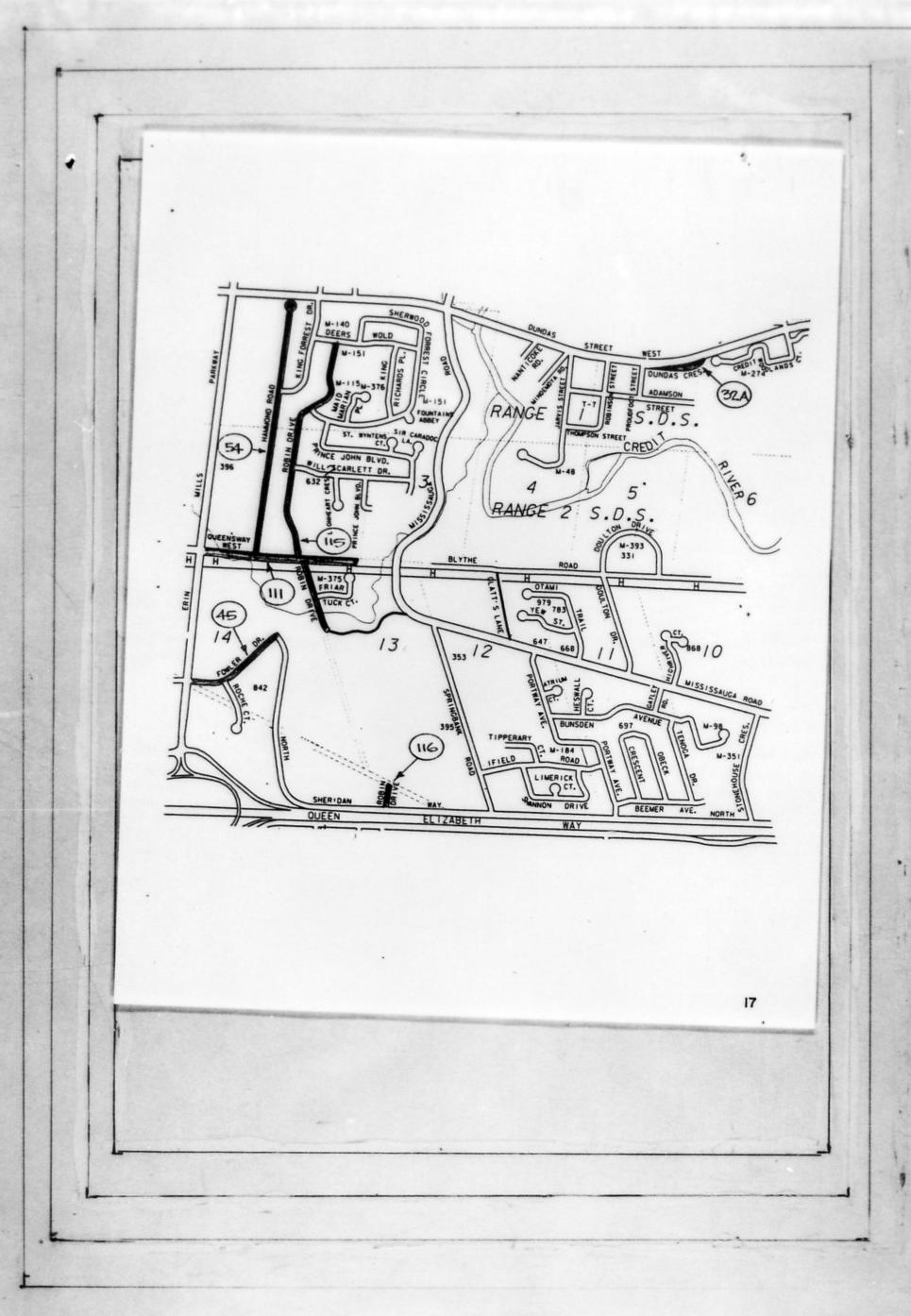
MUNICIPAL ADDRESS CONFLICTION						
Street Name	Z - Area	Date No	No. of Ward	Conflicts	Comments	
Pioneer Drive	39E			With		Recommendation
Plainsman Road	M54			-		
Port Street West	000			-		
Princess Street	39E		- 0			
Queen Street West	8,9		7 -			
Rapallo Mews	M54	-	- 0			
Reid Drive	38v		7	1		
Rimini Mews	M54		6			
River Road	388		6			
Rosewood Avenue	100		6			
Rèy Drive	39F		-			
Rutledge Road	305	+	6	-		
Shady Lawn Court	255	-	6			
Siberry Road	45M	-	6			
Sonnet Court	39E	-	6			
Sora Drive	39F	-	6			
Suburban Drive	45N	+	6			
Swanhurst Boulevard	45W	-	5			
Tannery Street	39£	+	6			
Tecumseh Avenue ·	7	+	5 -	+		
Theodore Drive	39E	-	- 0	+		

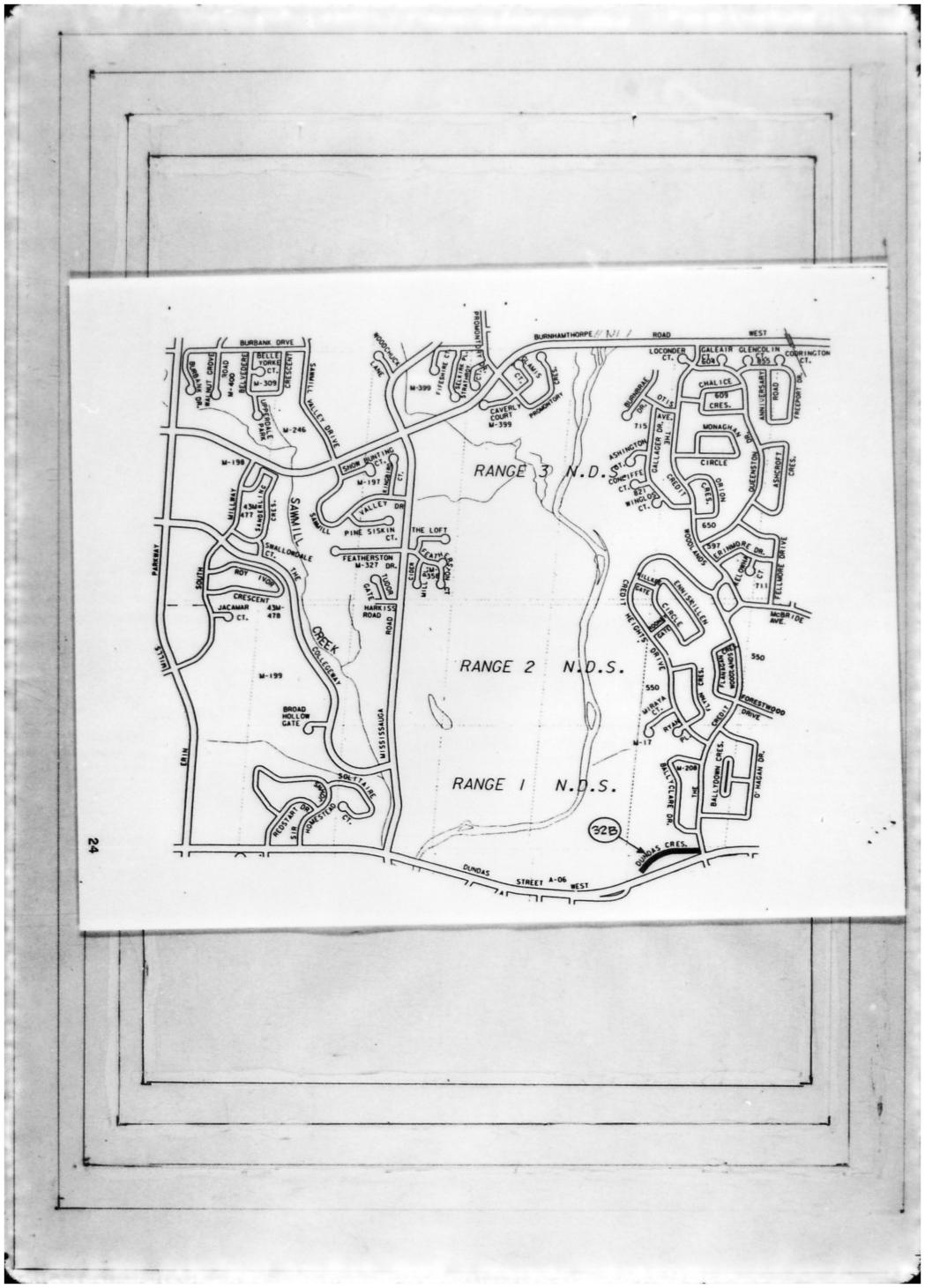
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CITY OF MISSISSAUGA

MINUTES

MEETING #6

NAME OF COMMITTEE: F

PUBLIC WORKS

DATE OF MEETING:

WEDNESDAY, AUGUST 8, 1984

PLACE OF MEETING:

Committee Room A at 9:30 a.m.

MEMBERS PRESENT:

Councillor R. Skjarum, Chairman

J. Rogers, Vice-Chairman, 9:30 a.m. - 11:05 a.m. Councillor D. Cook, 9:40 a.m. - 11:00 a.m.

Councillor D. Culham

Councillor Kennedy, arrived at 11:00 a.m.

C. B. Gauer E. A. Hignell

Mayor Hazel McCallion, 9:50 a.m. - 11:00 a.m.

STAFF PRESENT:

W. P. Taylor, Commissioner of Engineering and Works

J. Thomas, Traffic and Transportation Engineer

P. Davies, Drafting Supervisor C. Dodds, Committee Coordinator

MATTERS CONSIDERED:

1. Report dated June 8, 1984, from the Commissioner of Engineering and Works, on long term on-street parking on Barsuda Drive requested by a petition signed by residents of the townhouses on this street. This report was again deferred to the next meeting of the Public Works Committee at the request of Councillor Marland who was otherwise engaged at an Ontario Municipal Board Hearing.

F.06.04.02 See Recommendation #37 (Councillor D. Culham) DEFERRED

 Report dated July 26, 1984, from the Commissioner of Engineering and Works, concerning parking on Blue Beech Crescent, in response to a petition signed by residents requesting overnight parking on alternate sides of their street.

In his report, the Commissioner advised that on-site inspections indicated that all residents on this street had room to park two vehicles on their own property. While the majority of residents had the potential to widen their single car width driveways by between 4 ft. and 6 ft. to allow two cars to park side by side, due to mature vegetation or grades, this was not possible in all instances without considerable expense.

Item 2 Continued

In view of the fact that Blue Beeches Crescent is not unlike other roads throughout the City, the Engineering Department felt that long term on-street parking is not required on local residential roads in low density single family dwelling areas, especially where the majority of residents can provide additional parking by widening driveways to augment their existing two vehicle parking capability.

The Commissioner of Engineering and Works recommended:

That long term on-street parking not be implemented on Blue Beech Crescent.

F.06.04.02 See Recommendation #38 (Councillor Culham) ADOPTED

Report dated August 1, 1984, from the Commissioner of Engineering and Works, in response to a request for the erection of oversized "NO PARKING ANYTIME" signs on Given Road, a local residential street. This request was made by local residents who feel that a larger sign would be more visible and would solve the problem of cars continually parking in a no parking zone. Following on-site inspections of the road, even during hours of darkness, it was staff's opinion that the existing signing, which meets the standard in the Manual of Uniform Traffic Control Devices for the Province of Ontario, is adequate. The Manual of Uniform Traffic Control Devices recommends the use of oversized signs where the posted speed limit is 70 km/h or greater, although the Region of Peel has installed oversize NO PARKING signs on roads where the posted speed limit is 60 km/h.

In his report, the Commissioner pointed out that great care is taken to ensure that NO PARKING signs are visible and clearly define prohibited areas. He further noted that the larger signs cost \$10.00 as opposed to \$2.90 for the standard signs, and only standard signs are stocked in Central Stores.

The Commissioner recommended:

THAT a standard 30 cm \times 30 cm (12 in. \times 12 in.) NO PARKING sign be used throughout the City except where the oversize is warranted in accordance with the Uniform Manual of Traffic Control Devices for the Province of Ontario.

F.06.04.02 See Recommendation #39 (J. Rogers) ADOPTED

4. Report dated July 10, 1984, from the Commissioner of Engineering and Works, prepared in response to a letter from Councillor Culham, on proposed street naming and renaming in the Queensway West/Hammond Road Area.

Item 2 Continued

In view of the fact that Blue Beeches Crescent is not unlike other roads throughout the City, the Engineering Department felt that long term on-street parking is not required on local residential roads in low density single family dwelling areas, especially where the majority of residents can provide additional parking by widening driveways to augment their existing two vehicle parking capability.

The Commissioner of Engineering and Works recommended:

That long term on-street parking not be implemented on Blue Beech Crescent.

F.06.04.02 See Recommendation #38 (Councillor Culham) ADOPTED

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The Commissioner recommended:

THAT a standard 30 cm \times 30 cm (12 in. \times 12 in.) NO PARKING sign be used throughout the City except where the oversize is warranted in accordance with the Uniform Manual of Traffic Control Devices for the Province of Ontario.

F.06.04.02 See Recommendation #39 (J. Rogers) ADOPTED

4. Report dated July 10, 1984, from the Commissioner of Engineering and Works, prepared in response to a letter from Councillor Culham, on proposed street naming and renaming in the Queensway West/Hammond Road Area.

Item 4 Continued

In his report, the Commissioner advised that road configurations proposed in this area as part of the Sheridan Mall expansion are such that the portion of Queensway West lying east of Erin Mills Parkway will become discontinuous with the portion west of Erin Mills Parkway.

In view of the fact that this will increase the confusion which already exists with the discontinuation of Queensway West, on either side of Erin Mills Parkway, and Queensway West, east of the Credit River, the Commissioner recommended various street namings and renamings, one involving a roadway forming a continuation of "Hammond Road" and another involving the naming of a street "Hammond Gate".

While the Committee and the Ward Councillor were in agreement with the recommendation, it was suggested that the decision should be withheld until the problem of the duplication of the name and house numbers of 54 and 55 Hammond Road in Wards 6 and 9 has been resolved; one solution being the renaming of Hammond Road.

F.02.07 See Recommendation #40 (Councillor Culham) DEFERRED

5. Report dated July 11, 1984, from the Commissioner of Engineering and Works on the proposed renaming of Gillian Street to Central Parkway West and the naming of proposed road lying between Gillian Street and Central Parkway West as Central Parkway West, previously approved by Council on November 26, 1979. Attached to his report was a sketch which depicted the affected roadways lying west of Wolfedale Road.

The Committee was advised that:

- Gillian Street (shown as "1" on the sketch attached to the Commissioner's report) had not been renamed due to the fact that road construction had not proceeded as quickly as had been expected. There are approximately 23 industrial or commercial owners and tenants on this portion of roadway.
- (ii) Construction of the portion of roadway between Gillian Street and Erindale Station Road (shown as "3" on the sketch attached to the Commissioner's report) would be undertaken in 1984 making Gillian Street continuous with Central Parkway West west of Erindale Station Road. There are no affected owners or tenants on this portion of roadway.
- (iii) The roadway (shown as "2" on the sketch attached to the Commissioner's report) had been constructed and named Central Parkway West between Erindale Station Road and Burnhamthorpe Road West.

The Commissioner recommended:

That Gillian Street be renamed Central Parkway West. (b)

That the renaming of Gillian Street occur on January 1, 1985.

Item 5 Continued

(c) That the renamed portion of Gillian Street be double signed to indicate both "Central Parkway West" and "Formerly Gillian Street" for a period of 12 months (Jan. 1, 1985 - Jan. 1, 1986).

(d) That the portion of proposed roadway lying between Gillian Street and Erindale Station Road be named Central Parkway West when established as public highway.

Councillor Culham recommended that the affected owners and tenants on Gillian Street be invited to attend the next meeting of the Public Works Committee to discuss the recommendation prior to its adoption.

F.02.07 See Recommendation #41 (Councillor Culham)

- Report dated August 1, 1984, from the Commissioner of Engineering and Works recommending the following street names for new developments within the City of Mississauga for review by the Public Works Committee. In accordance with Council's directions of June 25, 1984, street names for new developments are to be reviewed by the Public Works Committee following receipt of the comments of the Region of Peel Street Names Committee.
 - (a) That First City Development Corporation be advised that the following names are approved for use in the LISGAR DEVELOPMENT (21T-83036):

PEACOCK NUTHATCH MOCKINGBIRD WAXWING

OSPREY HARRIER BITTERN SNOW GOOSE

(b) That Team Three be advised that the name MALLORYTOWN AVENUE is approved for use in conjunction with the KANEFF HEIGHTS DEVELOPMENT (21T-81050M)

The Committee acknowledged that suggested street names in new developments would be considered for general approval. Under normal circumstances, changes to names would only be recommended at the request of the residents of the streets concerned or in cases where the name would create obvious confusion. The Commissioner of Engineering and Works was directed to include with all future street name reports, a plan of the immediate area of the development showing the proposed street names and their relationship to other streets in the district.

T-81050 T-83036 F.02.07 See Recommendation #42 (C. Gauer) ADOPTED 7. Report dated August 1, 1984, from the Commissioner of Engineering and Works, on a request made at the June 25th meeting of the Public Works Committee that municipal house numbers be included on street name signs at major intersections.

In his report, the Commissioner advised that his department had not embarked upon a program of numerical signing at major intersections, but had rather dealt with problem areas on an individual basis. It had been felt that signs with numbers are of limited value at intersections, since they afford the motorist little time to read the street name sign, the street number sign and then make a commitment to a turn. It was noted that significant costs would be involved in introducing an overall resigning programme throughout the City and if numerical signing were introduced in new developments only, this would result in an inconsistent practice throughout the City. In conclusion, the Commissioner further advised that his department is currently reviewing the City's arterial road signing with a view to developing a program of upgrading signing to current standards.

Mr. Hignell noted that the advance street signs in a neighbouring municipality were of great assistance to motorists and he felt there were instances in Mississauga that could be well served with clearer road identification. An example given of a road that appeared to be continuous but which changed names without notice was Montevideo Road in Ward 9 which became Copenhagen Road north of Derry Road and Shelter Bay Road upon recrossing Derry Road. Councillor Southorn noted that Mississauga Road, Erin Mills Parkway and Turner Valley Road were also confusing to drivers not familiar with the area.

The Commissioner of Engineering and Works was requested to prepare a report for the consideration of the Public Works Committee on a policy for signing streets in the City which would prevent street name confusion in future developments and include in his report an estimate of the costs involved in upgrading the signing at existing problem intersections.

F.02.07 See Recommendation #43 (A. Hignell)

8. Report dated July 31, 1984, from the Commissioner of Engineering and Works, on the duplication of street names in the City of Mississauga, in response to concerns expressed by Councillor T. Southorn and Fire Chief Gordon Bentley. Attached to the Commissioner's report was a list of street name duplications classified under the headings, (1) Direct duplication, (2) Same name - different suffix, (3) Phonetically similar, (4) Discontinuous streets with same name, (5) Continuous streets with different name, (6) Streets with incorrect directional designation based on Mississauga's policy and (7) Municipal address confliction.

It was recognized that considerable time would be involved in solving the problems and in many instances, meetings with local residents would be required. It was agreed that at the September meeting the Committee would develop a mechanism for dealing with the problems listed. It was further agreed that the lists would be circulated to each Member of Council for their comments prior to September 20, 1984.

F.02.07 See Recommendation #44 (Councillor Kennedy) Report dated July 31, 1984, from the Commissioner of Engineering and Works on a recommendation made by General Committee which was adopted by Council on June 13, 1983, that preliminary plans and cost estimates be prepared for consideration in the 1984 Capital Budget for the provision of public parking on the Bird Property at 1469 Burnhamthorpe Road as a parking alternative for anglers who fish the Credit River. This recommendation was part of Council's response to a petition dated November 24, 1982, from residents of Burnbrae Drive and Otis Avenue who expressed concern about the traffic and the number of drivers who enter their area for the sole purpose of fishing in the Credit River and who leave their vehicles on these streets.

In his report, the Commissioner of Engineering and Works advised that the Commissioner of Recreation and Parks had encountered considerable resistance from the property owners adjacent to the Bird property to the construction of a parking lot. Suggested as an alternative was the deferral of consideration of this parking lot until the Master Plan for the use of the Bird property had been completed and until after the completion of the Erindale Park, which it was felt would provide parking to accommodate fishermen by the Fall of 1985.

Councillor Cook noted that the City's parking fee was not a deterrent to fisherman who parked their cars for an entire day. It was also recognized that increasing the parking fine and towing cars away would be an undue hardship on people who innocently contravened the City's parking regulations.

In order to offer some relief to the residents of Burnbrae Drive and Otis Avenue, the Commissioner of Engineering and Works was requested to prepare a report for the consideration of the Committee, on permit parking for the residents of these streets.

Councillor Culham noted that the problem of providing parking for the Credit River fishermen would have to be addressed at some future date. In the meantime, he recommended that the construction of the parking lot on the Bird Property at 1469 Burnhamthorpe Road, approved in the 1984 Capital Budget, be deferred until the Erindale Secondary Plan had been prepared and the question of the land use of the Bird Property (Natural History Centre) had been resolved.

E.04.02.01.21 F.06.01 See Recommendation #45 (Councillor Culham)

 Report dated July 23, 1984, from the Commissioner of Engineering and Works, recommending a change to the date on which preservicing of plans of subdivision should be approved.

In his report, the Commissioner pointed out that the current City Policy allows that preservicing may be approved once Council has passed the rezoning by-law for the concerned plan of subdivision and this permits underground servicing to commence, at the developer's risk, prior to the end of the 35 day appeal period for the rezoning by-law.

Item 10 Continued

The Commissioner of Engineering and Works recommended that the City's preservicing policy for plans of subdivision be amended to indicate that no preservicing is to commence until:

(a) the Clerk's Office can certify that the appeal period for the concerned rezoning by-law has ended without objection,

OT

(b) the Ontario Municipal Board has granted approval to the rezoning by-law.

A.00.02.01 See Recommendation #46 (J. Rogers) ADOPTED

Report dated August 2, 1984, from the Commissioner of Engineering and Works on the installation of rippled pavement on City streets as a deterrent to speeding drivers. On September 27, 1982, Council adopted General Committee's Recommendation No. 1190 which authorized the installation of special pavement treatment as a speed deterrent on Mineola Road at Mineola Gardens and on Indian Road at Crescent Road. As a result of the assessment of the work installed in the Fall of 1982, on July 6, 1983, the Public Works Committee recommended that a re-application of aggregate be placed on Mineola Road and Indian Road in the Summer of 1983. The Engineering Department was requested to continue to review the effectiveness of the special pavement treatment with respect to accident statistics and durability. This recommendation was adopted by Council on July 13, 1983.

In his latest report dated August 2, 1984, the Commissioner advised that the work undertaken to date on Mineola Road East, Indian Road and Pinewood Trail under this experimental programme had been very poor and not up to the standard he had hoped to achieve for this type of work. A rippled-type pavement installed in another municipality had worked very satisfactorily, had stood up to traffic for approximately 5 years and was composed of a series of 1/4" raised asphalt strips approximately 3" - 4" wide, with 8 - 10 strips to a section, constructed for the width of a traffic lane on the existing pavement. The Commissioner proposed this type of rippled pavement on Mineola Road East, Indian Road and Pinewood Trail in place of the

Councillor Kennedy advised that he had received complaints about the speed deterrent measures taken on Pinewood Trail and suggested that the statistics on traffic counts, speeding and the number of accidents before and after the installation of the existing road strips should be reviewed before any further work is undertaken. He agreed to meet with staff to review the work undertaken and proposed on this particular street.

Councillor Culham recommended that Thorn Lodge Drive be added to the experimental programme.

Item 11 Continued

Councillor Cook and Mr. Gauer suggested that differing numbers of strips be used in the rippled sections so that an assessment could be made of drivers' reactions to the strips and the resulting effects on speeding.

F.02.01 F.06.04.05 See Recommendation #47 (Councillor Kennedy)

12. Articles titled "'Future thinking' needed to push recycling" and "Halifax sets landfill trend in Nova Scotia" published under the heading of WASTE MANAGEMENT in the June, 1984, issue of Civic Public Works. These articles were circulated with the agenda at the request of Councillor David Culham and were received for information.

Also received was a letter dated July 31, 1984, addressed to Councillor David Culham from Buscombe and Dodds, on the newspaper recycling program they operate in conjunction with Dominion Stores Limited. It was recognized that there might be problems in having too many systems for collecting newspapers for recycling, i.e. City's normal garbage collection, Clean City, etc. In order to assess the system operated by Buscombe and Dodds, the Commissioner of Engineering and Works was requested to prepare a report on the feasibility of using grocery stores as locations for collecting paper to be recycled.

F.08.07
See Recommendation #48 (Councillor Culham)
RECEIVED

 Summary of Unfinished Business relating to the Public Works Committee as of August 8, 1984.

> A.03.04.06 See Recommendation #49 (Councillor Culham) RECEIVED

RECOMMENDATIONS: As per Report No. 6-84

ADJOURNMENT: 12:40 p.m.

CHRISTINE DODDS, COMMITTEE CO-ORDINATOR 0016C/129C

PUBLIC WORKS COMMITTEE 0061/129C

August 8, 1984 FILE: A.03.04.06

REPORT NO. 6-84

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its sixth report and recommends:

That the report dated June 8, 1984, from the Commissioner of Engineering and Works on the long term on-street parking on Barsuda Drive requested by a petition of residents of the townhouses on this street, be deferred for consideration by the Public Works Committee at a subsequent meeting.

F.06.04.02 (38-37-84)

- That the report dated July 26, 1984, prepared by the Commissioner of Engineering and Works in response to a petition from Mrs. Claudette Bourdeau and other residents of Blue Beech Crescent, requesting overnight parking on alternate sides of their street, be received and a copy forwarded to Mrs. Bourdeau.
 - (b) That long term on-street parking not be implemented on Blue Beech Crescent.

F.06.04.02 (38-38-84)

39-84 THAT a standard 30 cm x 30 cm (12 in. x 12 in.) NO PARKING sign be used throughout the City of Mississauga, except where the oversize is warranted, in accordance with the Uniform Manual of Traffic Control Devices for the Province of Ontario.

F.06.04.02 (38-39-84)

That the report dated July 10, 1984, from the Commissioner of Engineering and Works, prepared in response to a letter from Councillor Culham, on proposed street naming in the Queensway West/Hammond Road Area be deferred for consideration by the Public Works Committee following receipt of the report requested from the Commissioner of Engineering and Works on possible solutions to the duplication of the street name "Hammond Road" in Wards 6 and 9 and the resulting duplication of the addresses 54 and 55 Hammond Road.

F.02.07 (38-40-84)

That the owners and tenants of Gillian Street be invited to attend the next meeting of the Public Works Committee to discuss the following proposed recommendations:

- That the proposed roadway running westerly from Gillian Street between Gillian Street and Erindale Station Road be named Central Parkway West when established as a public highway.
- That, effective January 1, 1985, Gillian Street be renamed Central Parkway West.
- That Gillian Street be double signed to indicate both "Central Parkway West" and "Formerly Gillian Street" for a period of 12 months (Jan. 1, 1985 - Jan. 1, 1986).

F.07.02 (38-41-84)

42-84 That First City Development Corporation be advised that the following names are approved for use in the LISGAR DEVELOPMENT on lands on the west side of Tenth Line, south of Derry Road and north of Britannia Road in the City of Mississauga

PEACOCK NUTHATCH MOCKINGBIRD WAXWING

OSPREY HARRIER BITTERN SNOW GOOSE

That Team Three be advised that the name "MALLORYTOWN AVENUE" is approved for use in conjunction with the KANEFF HEIGHTS DEVELOPMENT on lands on the south side of Eglinton Avenue, west and north of Highway 403 in the City of Mississauga

T-81050 T-83036 F.02.07 (38-42-84)

43-84 That consideration by the Public Works Committee of the suggestion that municipal house numbers be included on street name signs at major intersections be deferred pending receipt of a report from the Commissioner of Engineering and Works on the costs involved of upgrading the signing at existing problem intersections in the City of Mississauga and recommending a policy for road signing that would clearly identify roads, directions and/or municipal property numbers in advance of intersections, particularly after dark.

F.02.07 (38-43-84)

- 44-84 (a) That the report dated July 31, 1984, from the Commissioner of Engineering and Works, and the lists of street name duplications and street name conflicts in the City of Mississauga, be deferred for consideration at the next meeting of the Public Works Committee to be held on Thursday, September 20, 1984.
 - (b) That the Commissioner of Engineering and Works prepare a report for consideration by the Public Works Committee at its meeting to be held on Thursday, September 20, 1984, on possible solutions to the duplication of the street name "Hammond Road" in Wards 6 and 9 and the resulting duplication of the addresses 54 and 55 Hammond Road.
 - (c) That the lists of duplications and conflicts in street names attached to the report dated July 31, 1984, from the Commissioner of Engineering and Works be circulated to all Members of Council prior to the September 20th meeting of the Public Works Committee, so that they may identify which duplications and conflictions of street names within their ward should be given priority.

F.02.07 (38-44-84)

- 45-84 (a) That the Commissioner of Engineering and Works report to the Public Works Committee on the possible institution of permit parking on Burnbrae Drive and Otis Avenue to be available only to the residents of these streets for their own use or the use of their guests.
 - (b) That the construction of the parking lot on the Bird Property at 1469 Burnhamthorpe Road, provided for in the 1984 Capital Budget, be deferred until the Erindale Secondary Plan has been prepared and the question of the land use of the Bird Property (Natural History Centre) has been resolved.

E.04.02.01.21 F.06.01 (38-45-84)

- 46-84 That the City of Mississauga's Preservicing Policy for plans of subdivision be amended to indicate that no preservicing is to commence until:
 - (a) The City Clerk's Office can certify that the appeal period for the concerned rezoning by-law has ended without objection, or
 - (b) The Ontario Municipal Board has granted approval to the rezoning by-law.

A.00.02.01 (39-46-94)

August 8, 1984

- 47-84 (a) That rippled pavement be placed on Mineola Road East, Indian Road and Thorn Lodge Drive prior to August 31, 1984, as a speed deterrent to traffic on these streets and that this rippled pavement replace the existing measures employed on Mineola Road East and Indian Road.
 - (b) That a recommendation on the application of rippled pavement on Pinewood Trail be deferred pending the results of a meeting of City staff with the Ward representative, Councillor Harold Kennedy.

F.02.01 F.06.04.05 (38-47-84)

- 48-84 (a) That the Articles titled "'Future thinking' needed to push recycling" and "Halifax sets landfill trend in Nova Scotia" published under the heading of WASTE MANAGEMENT in the June, 1984, issue of Civic Public Works, and the information contained in the letter dated July 31, 1984, addressed to Councillor David Culham from Buscombe and Dodds, on the newspaper recycling program they operate in conjunction with Dominion Stores Limited, be received.
 - (b) That the Commissioner of Engineering and Works investigate and report to the Public Works Committee on the feasibility of using grocery stores as locations for collecting paper to be recycled.

F.08.07 (38-48-84)

49-84 That the Summary of Unfinished Business relating to the Public Works Committee as of August 8, 1984, be received for information

A.03.04.06 (38-49-84) 11